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Note.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

Today.

(July 11.)

Oxford Trinity Term Ends.
Aquatics:—South China A.A. Night Fete (North Point).
Lawn Bowls:—First Division: Civil Service v. Kowloon Dock; Club de Recreio v. Craigengower, Kowloon C.C. v. Police, Kowloon B.G.C. v. Taikoo. Second Division: Craigengower v. Club de Recreio, H.K. Electric v. Civil Service, Yacht Club v. Kowloon C.C., Taikoo v. Kowloon B.G.C.
Lawn Tennis:—"B" Division: Club de Recreio v. Chinese R.C., Indian R.C. v. Nippon Club, Civil Service v. Kowloon C.C., Hong Kong C.C. v. Craigengower, University v. Army T.C., South China v. U.S.R.C. "C" Division: Y.M.C.A. v. Civil Service, Craigengower v. Deutscher Club, Indian R.C. v. Chinese R.C., Club de Recreio v. Kowloon C.C., Army T.C. v. Hong Kong C.C.
Queen's Theatre: "Common Clay."
World Theatre: "Sunny Side Up."
Star Theatre: "Hell Harbor."
King's Theatre: "Men on Call."
Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.
European Malls.—Inward: Europe v. Suez (Fushimi Maru); Outward: Europe v. Suez (Hakone Maru). 12.30 p.m. Europe v. Siberia (Pres. Cleveland) 3 p.m.
Tides.—High at 5.44 and 7.20; Low at 12.51 and 11.10.

Sunday.

(July 12.)

Sixth Sunday after Trinity.
Commemoration of Republic of China.
Baseball: Japanese v. Chinese Athletic.
King's Theatre: "Splinters."
Queen's Theatre: "Gentleman's Fate."
World Theatre: "Trader Horn."
Star Theatre: "Cheer Up and Smile."
P.W.D. Auction Sale of Crown Land, 3 p.m.
Water Polo:—First Division: Chinese Athletic Association v. Chinese Bathing Club, 6 p.m. Second Division: 31st Heavy Battery v. Royal Signals; Chinese Athletic Association v. Argyll & Sutherland Highlanders, 6.30 p.m.
Queen's Theatre: "Gentleman's Fate."
World Theatre: "Trader Horn."
Star Theatre: "Cheer Up and Smile."
King's Theatre: "Splinters."
Dinner Dances at Hong Kong Hotel and Peninsula Hotel.
Tides.—High at 7.10 and 9.44; Low at 12.05 and 2.35.

Wednesday.

(July 13.)

P.W.D. Auction Sale of Crown Land, 3 p.m.
Water Polo:—First Division: Chinese Athletic Association v. Chinese Bathing Club, 6 p.m. Second Division: 31st Heavy Battery v. Royal Signals; Chinese Athletic Association v. Argyll & Sutherland Highlanders, 6.30 p.m.
Queen's Theatre: "Gentleman's Fate."
World Theatre: "Trader Horn."
Star Theatre: "Cheer Up and Smile."
King's Theatre: "Splinters."
Dinner Dances at Hong Kong Hotel and Peninsula Hotel.
Tides.—High at 7.10 and 9.44; Low at 12.05 and 2.35.

CHINA'S TEN-YEAR INDUSTRIAL PLAN.

TO MODERNISE THE WHOLE COUNTRY.
NANKING'S MODEL STATE WORKSHOPS.

The Ministry of Industries has submitted to the Nanking Government a programme of 14 points which aims within a period of ten years at the conversion of China into one of the great industrial Powers of the world. The scheme which has been drawn up is of unprecedented magnitude and importance. If accepted by the Government in the form proposed, and if successfully carried out, the economic position of China will undergo a tremendous change, and the industrial revolution which is contemplated will have reactions throughout the world, if executed along the lines planned. The scheme as presented to the Government by the Ministry of Industries is worked out into great detail, and an extended summary will appear in an early issue of the *Chinese Economic Journal*. The following is a very condensed account of the principal points in the scheme, and will suffice to show the general policy which the Government is being recommended to follow by the Ministry of Industries.

That the scheme is ambitious is admitted, that it will encounter many difficulties is fully realised, but that the Government can carry this plan through is confidently believed, if it can win and hold the people's confidence in the scheme, and enjoy the full benefit of their co-operation.

Fourteen Points.

First of all, it is necessary to enumerate the 14 points of this great plan, as follows:—

- 1.—To build harbours, canals, railroads, etc.
- 2.—To open up the vast area of undeveloped land in the North-West and generally improve the agricultural and pastoral industries.
- 3.—To develop mines and quarries.
- 4.—To erect smelting-works and mills for metallurgical industries.
- 5.—To produce iron and steel.
- 6.—To manufacture bricks, cement, and other building materials.
- 7.—To build locomotives and other rolling-stock.
- 8.—To build merchant ships and fishing-vessels.
- 9.—To manufacture vehicles of all types.
- 10.—To promote the coal-tar industry.
- 11.—To establish works for making basic chemicals.
- 12.—To develop hydro-electric schemes and establish central power-stations.
- 13.—To manufacture electrical machinery.
- 14.—To establish municipal water-works undertakings.

All these enterprises being national in scope and character, it is advisable that they should be undertaken by the Government direct, or alternatively carried out under the direct supervision of the Government. Thus, Nos. 4, 6, 9 and 13 could be undertaken by private enterprise under close Government control whereas Nos. 7, 8, 12 and 14 could be taken up by the Ministries of the Navy, Railways, Communications, and the Interior, while Nos. 2, 3, 5, 10 and 11 could be undertaken by the Ministry of Industries.

Ships and Horse Power.

It is obvious that the execution of such a tremendous programme will call for an enormous supply of machinery and appliances without which any increased production is impossible. A fundamental problem, therefore, is to provide the mechanical means by which the ten-year programme can be carried out. To start with, there is the question of providing prime movers—mostly marine and stationary engines. China's merchant fleet at present amounts only to 300,000 tons of small ships, mostly river steamers. The ten-year plan indicates that she needs a fleet of at least 8,000,000 tons, with engines generating 5,000,000 horsepower. Another 20,000,000 horsepower will be required for industrial undertakings. At present China has about 12 million horsepower in her factories, and about one-third of this is concentrated in Shanghai. Putting marine and industrial requirements together, China will need nearly 23,000,000 horsepower in the form of marine and stationary engines. Taking the cost of these at an average of \$100 per horsepower, there will be an expenditure upon these prime movers of about \$2,300,000,000 every year for ten years. (Continued on Page 3.)

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ENGINEERING AND BUILDING

CANTON AS A MODERN PORT.

ELABORATE PLANS FOR DEEP WATER HARBOUR.

FOUR PERIODS OF DEVELOPMENT

At this time when another upheaval in the national life of China has brought Canton into the focus of public attention it may be interesting—disregarding political aspects—to take stock of the things that have been achieved in the southern Capital. From any viewpoint the record is arresting.

For more than twenty-five centuries Yang Chen, the City of Rams in its classical designation, ninety miles from the sea on the historic Chi-kiang or Pearl River, remained merely a large Chinese city, possessing nothing to differentiate it from other Chinese cities. Through the centuries it unfolded its history after the manner of the age-old standards, untouched by influences from the outer world that were brought, first by Arab travelers, and, later, in the fifteenth and sixteenth centuries, by Portuguese, British and Dutch traders.

Canton remains a Chinese city completely under Chinese rule, but two decades have seen a mighty metamorphosis. Judged by modern concepts more progress has been made in Canton within the past twenty years than in the preceding twenty centuries. The city to-day with upwards of a million inhabitants challenges attention as a world metropolis.

A GREAT ENTERPRISE.

Perhaps the most ambitious of all the great projects at Canton is the direct linking of the city with the outside world, giving Canton place as a great world port by the construction of a deep water harbour.

An estimated cost of \$41,730,000 it is planned within 10 years to establish a harbour 35 feet deep wherein the largest ocean steamers will have ample mooring facilities at wharves provided with all modern facilities. The necessity for a deep water harbour has become more and more apparent with the swift expansion of Canton's foreign trade through recent years. In 1929 imports of the city went to a total of Haikwan Taels 42,862,043 and exports to Haikwan Taels 83,607,839.

As a detail of his scheme, of national reconstruction Dr. Sun Yat Sen first suggested the building of a harbour in 1924 at the mouth of the Pearl River at Whampoa where surveys revealed the greatest natural depth of the stream. Little was accomplished until after the Nationalist forces conquered the province of Kwangtung in 1926. Then the Whampoa Harbour Committee was organized with T. V. Soong, Sun Fo, C. C. Wu and Chen Kung Pa as members. The most important action taken by the committee at that time was the formation of the Whampoa Harbour Company with a capital of \$30,000,000, half of which was to be raised from public subscription and half to be provided by the Canton city government. The intention announced was to make Canton a free port and the task of starting the enterprise was entrusted to Mr. Kwei Wei Lian, as chief architect. The Bureau of Finance was asked to appropriate \$500,000 to start operations and an additional sum of \$6,760,000 was asked for to carry out the first part of the construction work. Teng Tzu Yu became president of the company.

At the time the company was organized in June 1926 Canton was pouring its resources into the Nationalist military expedition that marched on the Yangtze and this caused delays in pushing the harbour work. After the National Government was organized at Nanking active work on the big project was resumed under direction of the River Conservancy Commission of the Province of Kwangtung.

Six separate schemes and designs were examined before the decision was reached to establish the harbour in the district known as Yuechue, opposite the Whampoa Military Academy. This is about thirteen miles east of Canton and twenty miles from the sea. A motor road along the Chung Shan Memorial Road links Yuechue with Canton.

As a part of the building of the port it is planned to construct nine wharves and immediately adjacent to them ten warehouses all served by a branch railway, connecting the harbour with the Canton-Kowloon railway. Canton's industrial area is to be developed in the district along the river opposite Yuechue where a new power house is to be established to supply electricity to industrial plants and to light the port and a part of the harbour project is the erection of a steel bridge connecting the harbour and the industrial district.

Each of the nine wharves to be built are to be 500 feet long and 150 feet wide fully equipped for the transfer of cargo between ships and warehouses. The distance between the wharves will be 400 feet affording ample space for all ordinary movements of shipping. The ten warehouses are to be located 25 feet distant from the wharves and each will be 540 feet long and 90 feet wide. The warehouses will occupy an area of 43,600 square feet.

Four Periods.

The construction of the port has been divided into four periods and the work and outlay for each period have been planned in detail by the Committee as follows:

The First Period.

- Dredging of 2,609,093 ching of the river bed to a depth of 35 feet at the mouth of the river at a cost of \$5,123,136.
- Dredging of 1,109,041 ching of the river bed to a depth of 35 feet at a cost of \$2,216,082.
- Construction of the first part of the wharf, frontage of 2,375 feet at a cost of \$356,250.
- Construction of the first and second wharves 700 feet long and 150 feet wide at a cost of \$850,000 each.
- Construction of the first, second and third warehouses each 375 feet long and 90 feet wide at a cost of \$250,000 each.
- Purchase of 1,100 mow of land for the construction of railway, station, power house, waterworks, etc. at a cost of \$300,000.

The total outlay covering the first period of the work is estimated at \$9,445,468 and the work is to be completed within two years.

Second Period.

- Dredging of 2,609,093 ching of river bed to a depth of 35 feet at the mouth of Pearl River at a cost of \$5,123,136.
- Dredging of 1,109,041 ching of river bed to a depth of 35 feet at a cost of \$2,216,082.
- Construction of wharf frontage 2,375 feet at a cost of \$356,250.
- Construction of the seventh, eighth and ninth wharves at a cost of \$1,150,000 each.
- Construction of the eleventh and twelfth warehouses at a cost of \$150,000 each.
- Construction of power house at a cost of \$500,000.
- Construction of railway work shops at a cost of \$300,000.
- Miscellaneous cost \$500,000.

The total cost for construction work of the Second Period is estimated at \$11,942,488 and the work is to be finished in three years.

SIAMESE RAILWAY SCHEMES.

ELECTRIFICATION BEING CONSIDERED.

According to advices recently received by the Department of Overseas Trade in London from Mr. J. F. Johns, H. M. Consul-General at Bangkok, in Siam, considerable attention is being paid to railway construction in that country. Mr. Johns states that the north-eastern line, namely, that from Korat to Warindr, has been completed, the final section from Srisa Kesa to Warindr, a distance of 60.61 km. having been opened to traffic on April 1, 1930.

It is not at present intended to extend this line beyond Warindr, which is on the river Me Moon, a tributary of the river Mekong. A road is, however, being constructed from Warindr to Pimool, from which place there is already a motor road via Chong Mek to the Mekong. The first section of the Kon Kaen Line, from Tainoa Chira (near Kerat) to Nohn Wat, a distance of 29 km., was opened to traffic in May, 1929. From Nohn Wat to Kon Kaen, a distance of 156 km., the line is still under construction. In March last two extensions to this line were sanctioned, from Kon Kaen to Nong Khai, a distance of 170 km., and from Kon Kaen to Nagon Panom, a distance of 229 km.

The survey is to be completed within two years, and, provided nothing unforeseen occurs, it is expected that both lines will be opened to traffic by 1937. Both Nong Khai and Nagon Panom are on the river Mekong, the former being close to the French Laos center of Wieng Chan, and the latter almost opposite Thakek, whence there is a road to the Gulf of Tongking.

The electrification of portions of the Siam railways is still under consideration and a Swedish expert firm has been engaged on a three year contract to go thoroughly into the question. No immediate decision in this matter is therefore to be expected. The total length of Siam Railways open to traffic on September 30, 1930, was 2,923 km.

- Construction of the railway and railway yard at a cost of \$200,000.

The total cost of construction work of the second period is estimated at \$10,442,478 and the work is to be completed in three years.

The Third Period.

- Dredging of 2,609,093 ching of river bed at the mouth of the river at a cost of \$5,123,136.
- Dredging of 1,109,041 ching of river bed at a cost of \$2,216,082.
- Construction of wharf frontage 2,375 feet at a cost of \$356,250.
- Construction of the fifth and sixth wharves at a cost of \$550,000 each.
- Construction of the seventh and eighth warehouses at a cost of \$250,000 each.
- Construction of the ninth and tenth warehouses at a cost of \$150,000 each.
- Construction of waterworks at a cost of \$400,000.

The total cost for construction work of the Third Period is estimated at \$10,093,568 and the work is to be completed within two years.

The Fourth Period.

- Dredging of 2,216,082 ching of river bed at the mouth of the river at a cost of \$5,123,136.
- Dredging of 1,109,041 ching of river bed at a cost of \$2,216,082.
- Construction of wharf frontage 2,375 feet at a cost of \$356,250.
- Construction of the seventh, eighth and ninth wharves at a cost of \$550,000 each.
- Construction of the eleventh and twelfth warehouses at a cost of \$150,000 each.
- Construction of power house at a cost of \$500,000.
- Construction of railway work shops at a cost of \$300,000.
- Miscellaneous cost \$500,000.

The total cost for construction work of the Fourth Period is estimated at \$11,942,488 and the work is to be finished in three years.

DIESEL-ELECTRIC SHIP-PROPULSION.

HIGH SPEED-LENGTH RATIO.

DETAILS OF SHIP FOR SCOTTISH ISLES.

Diesel electric ship propulsion has had only a limited application in Britain so that an important development is marked by its adoption in the motor-ship Lochfyne, just completed for the MacBrayne services to the Western Isles and on the Clyde. This system of propulsion has generally been regarded as best suited for what are described as "double-purpose" vessels, such as fruit-carrying ships, in which the auxiliary load is much greater than in ordinary cargo ships, or oil tankers, in which there is an abnormally high port load, and for bulk-carrying self-discharging ships, like the recently built cement carrier "Cement-karrier." The Lochfyne, however, is a coasting passenger vessel. Her dimensions are 215ft. in length and 30ft. in beam, and she has a restricted draught of 7ft. 6in. Her speed of 16½ knots requires a power of 1,340 s.h.p. for propulsion, which is provided by two Davey-Paxman five-cylinder Diesel engine super-charged on the Bach system by exhaust gas turbine driven blowers. These are direct-coupled to shunt-wound generators, which supply two d.c. propulsion motors having the control switch-gear so arranged that bridge control of the equipment is possible, with each generator driving its own motor or with either generator alone driving the two motors.

A vessel of this type enables the extent of the achievement, from the point of view of marine propulsion, to be readily assessed, since the size of ship adopted will approximately represent the minimum necessary to accommodate the machinery required for propulsion at the particular ship speed, because the deadweight carried, comprising the weight of the passengers and the comparatively small amount of bunkers and stores, required for short voyages, is small. A ship's speed in relation to the dimensions is measured by its ratio to the square root of the ship's length, and this speed-length ratio in the Lochfyne equals 1.12, thus approaching that of cross-channel ship practice. The pioneer high-pressure turbine steamer "King George V," which was designed for similar service, had a length of 290ft. and a beam of 32ft., with a draught of about 8ft. 6in. and a speed of 20.78 knots, so that her speed-length ratio was 1.20.

Higher Relative Speed.

It thus appears that a somewhat higher relative speed, under limiting conditions, is still possible with high-pressure steam machinery than with Diesel-electric drive, but due regard must be had for the scale effect of the bigger dimensions of the "King George V," because of the higher speed, in permitting better utilization of the steel weight in the hull, since certain factors are to some extent independent of size.

Bigger dimensions than are necessary for buoyancy may likewise be adopted in a slower ship to provide adequate deck space for the number of passengers to be carried, and this consideration would appear to apply in the case of the Lochfyne.

For these reasons the achievement of realizing a speed-length ratio of 1.12 on a ship length of 215ft. brings Diesel-electric propulsion within the range of possibility for most types of ship, because of the concentration of weight in respect of power it provides.

The Economic Factor.

Economic factors affecting the operation of such proposals must, however, be taken into consideration even when the practicability of their application has been established. The necessary information can be obtained with certainty only from working examples, but will be provided by the Lochfyne and by the nature of the machinery will be capable of application by (Continued at foot of next column.)

NEW PRIME MOVER.

LIQUID THERMODYNAMIC MEDIUM.

A new and highly original type of prime mover was described and illustrated by a sectional model and lantern slides in a paper by Mr. J. F. J. Malone presented before the Royal Society of Arts. As yet only three such engines of various types and sizes appear to have been built, but one or more of them have been under experimental study since 1915, and with the determination of necessary physical constants and the completion of the experimental runs of the second engine it is stated that the stage has now been reached when designs suitable for various commercial applications can be developed.

The fundamental characteristic of this engine is that the medium by which heat is converted into work is used throughout in the form of a liquid instead of in that of steam, gas, or air, as in engines of existing design. In principle any liquid can be used, and a large number were tried, but so far water has been found the most satisfactory. The system depends fundamentally on using the dilatation of water when raised to a high temperature and pressure, the heated water being cooled in the heater in a continuous cycle, passed into the cylinder of the engine to do work, and returned in a closed circuit to the heater for renewed use in the same way. By this arrangement the hot part of the engine is confined to one end of the heater, which in the present form consists of a number of concentric tubular cells or thermodynamic piles, and both the expanded circulating water through which the power is conveyed and the motive part of the engine in which it is applied are kept constantly cool. The design owes its ability to develop economically sufficient power principally to the facts that near to their critical temperature and pressure the dilatation of liquids, with rise of temperature, instead of being minute as at ordinary temperatures is actually greater than that of gases, and that liquids moving correctly in properly dimensioned films with metal walls part with and receive heat at an extremely high rate. Thus in a thermodynamic pile exhibited the thickness of the film between the concentric tubes was 0.01in. A characteristic device used in applying the system is that the alternations of heating and cooling in the thermodynamic piles are effected by moving the pile mechanically, so that the ends are brought alternately into the positions where they are heated or cooled. The supply of hot gas to the heating unit of the furnace from which the heat is to be communicated to the hot end of the pile is derived in a similar effect by mechanical means. It will be observed that the use of the thermodynamic liquid in a closed circuit eliminates the need for feed water, and thanks to the cool cylinder of the engine, and, indeed, to the whole of the mechanism, problems of lubrication are simplified.

High claims are made for the economy, convenience, and other advantages to be expected from the design in its applications to locomotive, marine, factory, and other engines, and its further development will be watched with interest.

the laws of similitude to higher speeds than that realized in the present instance.

The General Steam Navigation Company intend to construct a new vessel for their Thames passenger service, and it is understood that the claims of Diesel-electric drive for propulsion have been closely investigated. Such a vessel would operate for a comparatively short season, so that any savings in operating cost resulting from its adoption would be outweighed by the standing charges on the higher first cost of such machinery, while the vessel is laid up. For this reason, it is believed, steam propulsion is to be retained on this service.

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MAKING PIPES BY THE MILE.

One of the most remarkable developments in the already widespread use of asbestos-cement products during recent years has been their adoption for pipes. Nowadays, this material is being increasingly utilised for soil pipes, rain-water pipes, flue pipes and pressure pipes.

In this connection the activities of Asbestos Cement Building Products, Ltd., and the manufacturing companies of which it is the selling organisation, are of particular interest. In addition to the existing factory at Widnes, Lancashire, of Bell's Polite & Everite Co., Ltd., a large new pipe factory is nearing completion there, representing an outlay of something like £150,000.

It contains some elaborate and very costly machines for the manufacture of asbestos-cement pressure pipes, which are unique in Britain, and some idea of the ultimate output of the factory can be gathered from the fact that, even in an unfinished state, it is capable of producing 1½ miles of Everite asbestos-cement pressure pipes a week, apart from the other branches of the business which are carried on in the same section.

These works will, in due course, embrace the whole of the A.C.B.P. pipe business, but there are, of course, other factories of the various manufacturing companies, as, for instance, the Erith Works of the British Fibrocement Works, Ltd., and the Trafford Park, Manchester, factory of Turners Asbestos Cement, Ltd.

NEW SWISS POWER STATION.

In view of the growing need of the Swiss Federal Railways for power for traction, it was decided at a recent meeting of the Board of Administration that the construction of a new power station at the Etzel, on the River Sihl, in the Canton Schwyz, should be started this summer. It is anticipated that the work will be concluded by the autumn of 1934.

This new station will be erected by the Federal Railways in collaboration with the "Nordostschweizerische Kraftwerke A.G.," one of the principal power supply companies in this country. The plant owned by the railways will comprise three single-phase generators coupled to turbines of 20,000 h.p., while the "Nordostschweizerische Kraftwerke A.G." will have three three-phase generators coupled to turbines of 16,000 h.p. The cost is estimated at 62,000,000 Swiss francs (£2,490,000) and will be shared by the railways and the power company to the extent of 55 and 45 per cent, respectively.

SUIYUAN CANAL.

An army of 5,000 soldiers, armed with shovels and poles, has been enlisted, along with 3,000 farmers, to hasten completion of the \$1,000,000 irrigation project being constructed by the China International Famine Relief Commission in Suiyuan, so that the first water can flow through the main portion of the canal in the middle of June. The project consists of 42 miles of main canal from the Yellow River westward to the Black River (Hei Ho), with about 150 miles more divided among 14 laterals, making up about 200 miles of canal. Slightly more than 250,000 acres will receive irrigation, with 50,000 additional if certain widening processes are undertaken. By the end of June the excavation of the main canal and the first nine laterals should be completed. The only remaining work besides the last five laterals will be the building of a weir and other special regulation work at the intake. Due to the depreciation in silver, there is not sufficient money to finish all of the last five laterals. It therefore will be up to the Suiyuan Government and the people to dig these last five laterals. At the opening ceremony, in June, water will be admitted into the main canal up to the first check gate and the first five laterals above it.

CHINA'S TEN-YEAR INDUSTRIAL PLAN.

(Continued from Page 1.)

Iron and Coal.

The consumption of iron and steel in China is absurdly low when compared with the quantities used in other countries. The average for a year stands at 4.3 lbs. per capita, compared with over 1,000 lbs. for the United States and 583 for Great Britain. In the ten-year plan it is assumed that the consumption of iron and steel in China will increase to 60 lbs. per capita per annum, or 12,000,000 tons. One hundred blast-furnaces of 300 tons capacity would be needed to meet this demand, costing \$340,000,000, and steel-mills would cost another \$365,000,000, making a total expenditure of \$905,000,000 on developing the iron and steel industries. The mining and smelting of copper, zinc, tin, and aluminium would call for machinery and plant costing \$228,000,000.

Where the United States uses 4.69 tons of coal annually per capita and Great Britain used 4.55 tons, China's consumption is only 0.08 of a ton. The ten-year plan looks to an increase to 1,000 lbs. per capita per annum, equal to 300,000,000 tons, as compared with China's present output of 30,000,000 tons, which would necessitate the purchase of machinery and plant costing \$301,000,000. The annual expenditure on mechanical equipment in connection with the coal and metallurgical industries is estimated in the plan at \$150,000,000 for ten years.

Agricultural Machinery.

Of the 700,000,000 acres of arable land in China, only about one-quarter is actually under cultivation. After opening-up the sparsely-populated territory in the north-west, and re-establishing prosperity in those provinces which have been stricken with famine, it is estimated that the area of arable land can be increased to 800,000,000 acres. Wide stretches of country in North China are suitable for the introduction of modern mechanical methods as employed in large-scale farming abroad. On the assumption that the annual expenditure under this head would be no more than \$2 per capita, this would amount to the purchase of \$100,000,000 worth of agricultural machinery and appliances every year for ten years.

Next comes the machinery and plant necessary for milling and other manufacturing processes, which it is estimated would total \$254,000,000, distributed as follows: Rice, 20 millions; wheat, 100 millions; beans, 20 millions; peanuts, three millions; wood-oil, three millions; tobacco, 50 millions; various other crops, 58 millions. Assuming that there is already in operation in China machinery equivalent to one-fifth of this total, additional plant costing \$203,000,000 would be needed, representing an annual expenditure of \$20,300,000 for ten years. Thus on raising crops and treating them industrially there would be an annual expenditure upon machinery and mechanical appliances of \$129,320,000 for ten years.

Chemicals.

Chemical industry in China is in a very backward state, and its development is most necessary both for the extension of industrial enterprise and national defence. The plan estimates that on machinery alone an annual expenditure of \$150,000,000 is necessary for ten years. Of machine-tools a billion dollars' worth will be needed, which means an expenditure of \$100,000,000 every year for ten years.

The textile industry in China is fairly well developed, compared with other branches of manufacturing activity, though more than half the mills are foreign-owned and there is annual import of piece-goods amounting to \$400,000,000 in value. There is in the cotton industry 4,000,000 spindles in operation, but China needs 40,000,000.

and the cost of the additional 36,000,000 spindles would be \$1,800,000 at \$50 per spindle. In regard to other textile enterprises, it is estimated that an annual expenditure of \$270,000,000 for ten years would meet requirements.

Finally, an annual expenditure of \$100,000,000 for ten years is allowed for in connection with purchases of other descriptions of machinery, including road-making plant and domestic appliances, such as sewing-machines and refrigerators.

These various items, when totalled up, give an annual expenditure on machinery for the ten-year period of \$1,120,000,000, a figure which seems enormous, but is only one-seventh of the machinery production of the United States, and is therefore considered to be a conservative estimate.

Government Workshops.

The next question is how to meet this tremendous demand for machinery, and to this end the establishment of machine-shops is urgently necessary. There are many such shops already established in China, but they are small in size and poorly equipped, and unable to expand and improve along modern lines. If a billion dollars

is to be spent annually upon machinery, the plant must be provided capable of supplying that demand, therefore, the Ministry of Industries suggests the establishment in Nanking of a central works for machine construction—a model plant where mechanics could be trained under foreign supervision. In course of time men so trained in the Government workshops would become available to carry on the subsequent expansion of China's engineering industries, and take the lead in organising and conducting new enterprises of this character. The Government workshops would establish a standard of efficiency for other plants to follow, and would also carry on experimental and research work for the benefit of the industry as a whole. The products which appear to be most needed and offer the best prospects of profit development are steam-engines, boilers, and accessories, Diesel units for ships, merchant-ships and fishing-craft, refrigerators, machine-tools, machinery and plant for road-making and constructional work, commercial castings, tools and gauges.

Experts to Visit England.

The plan drawn up by the Ministry of Industries also provides for the despatch to England of a number of experts, whose duty it will be to study methods of factory organisation in order that they may be able to plan the most effective methods for application to the Nanking project. These Chinese experts will be also required to supervise the construction of the machinery plant which will be ordered from British manufacturers, and to engage experienced foremen in England to be sent out to China to take charge of such workshops and departments for which expert Chinese supervision is not available—such as foundries, machine-shops, Diesel-engine construction, and the making of refrigerators.

Site for Model Workshop.

A site covering 250 acres has been already chosen in Nanking, situated just outside the city wall and about one mile from the track of

the Shanghai-Nanking Railway. The site has a navigable creek on one side and the river on the other, so that ocean-going ships will be able to come right alongside the wharf. Just across the river is Pukow, the terminus of the Tientsin-Pukow Railway, by which route supplies of coal, coke, and iron-ore can be made available. Estimates have been prepared of the cost of establishing the Government's model workshops at Nanking, and the principal details are as follows:—Land, \$100,000; buildings, \$816,000; machinery and plant, \$1,103,000; foundations and shafting, \$48,000; working capital, \$810,000. These items, with various incidentals not here mentioned, make a total estimated cost of \$3,108,000 for the whole scheme.

It is planned to spend about \$2,500,000 of the Boxer Indemnity Fund to be returned by Great Britain on the purchase of structural steel, machinery, etc., leaving a balance of only about \$600,000 to be provided by the Government. The Ministry of Industries, therefore, urges that immediate provision be made for earmarking this small sum in order to allow its scheme to be carried out at an early date.—Chinese Economic Bulletin.

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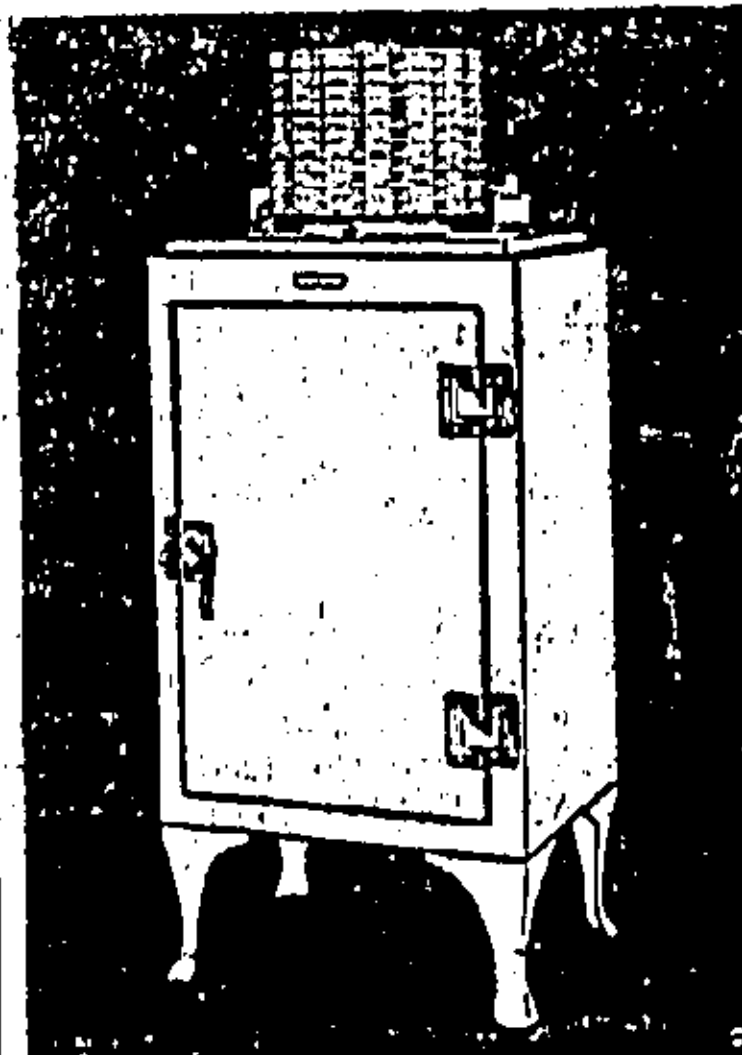
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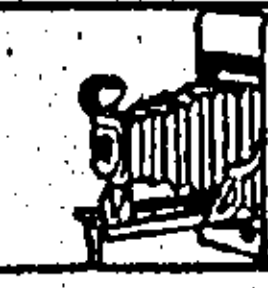
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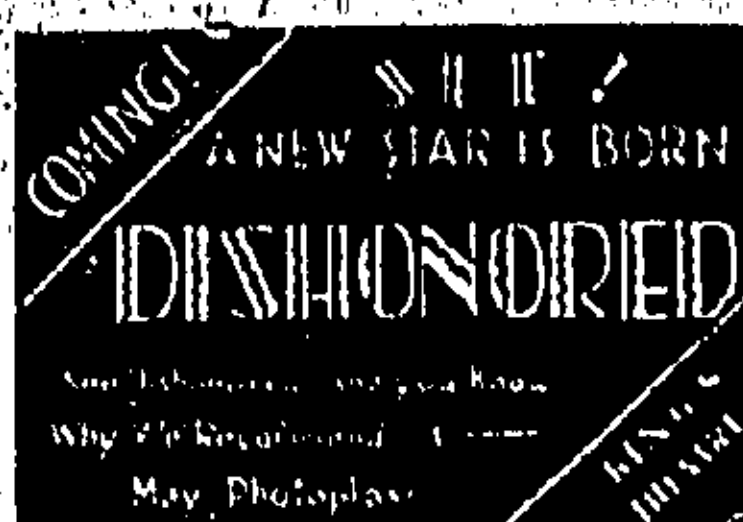
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SALLY O'NEIL JACK EGAN
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CENTRAL THEATRE.

"BROADWAY SCANDALS."

"Broadway Scandals," a musical comedy extravaganza produced by Columbia Pictures Corporation dazzled the audience at the Central Theatre where it opened yesterday. It is sparkling entertainment done in Broadway's best style. A galaxy of stars, including the versatile Jack Egan, the vicious Sally O'Neil, and the striking Carmel Myers, who play the leading roles, disport themselves with glory. See, hear and thrill to this all-talking, singing, dancing carnival of life behind the footlights—it is excellent film farce.

"Broadway Scandals" proves that it is possible to incorporate a good story in a musical production. The practice heretofore has been to attach music to the thinnest skeleton of a plot. Here you have drama, a beautiful romance, and with it all, good music. There are seven songs and every one is a hit. "What Is Life Without Love," the theme melody of the show, should sweep the Colony like wild fire.

The struggles of the two young actors, Ted and Mary, who shoulder their way bravely through misfortunes, with their eyes turned toward the cherished goal—stardom on Broadway—are typical of what every stage actor has lived through some time in his or her career. Their efforts to get their act on the "big time," and their disappointment afford a realistic glimpse into the lives of those who provide the world's entertainment.

Lew Ayres, star of "All Quiet At The Western Front," is now having the male leading role, with Miss Joan Bennett playing opposite him, in "Many A Slip," which is coming to the Central Theatre on Monday.

The rise of Lew Ayres to film fame is another one of those amazing tales which come out of Hollywood. Two years ago, Lew was a good-looking young banjo player in a jazz band. A year and a half ago he played his first 'bit' with Eddie Quillan in "The Sophomore." Three months idleness followed—and then a leading role with the great Garbo in "The Kiss."

After this came "All Quiet On The Western Front," and it needed only "Doorway To Hell," which came next, to assure world fame for this Minneapolis boy. Lew is just 21 years old this year.

The order of the ten best male stars of Hollywood for 1931 are polled as follows: 1. Lew Ayres (84,459), 2. Charlie Farrell (70,300), 3. Buddy Rogers (21,508), 4. Robert Montgomery (14,306), 5. Gary Cooper (7,090), 6. Raymond Navarro (6,850), 7. Douglas Fairbank Jr. (5,433), 8. Maurice Chevalier (4,480), 9. Ronald Colman (3,076), 10. Frederic March (2,461).

QUEEN'S THEATRE.

"COMMON CLAY."

Bringing one of the most noted of stage dramas to the speaking screen with Constance Bennett and Lew Ayres in the leading roles, "Common Clay," Victor Fleming's first production for Fox movietone, is attracting unusual attention during its current showings at the Queen's Theatre.

The story revolves around the fall and rehabilitation of a fun-loving girl. Told in a convincingly dramatic manner and with a vivid background of modern social life, "Common Clay" is one of the most significant offerings of the season.

Miss Bennett's role gives that noted actress full scope for her exceptional abilities.

With Beryl Mercer, Matty Kemp and Tully Marshall heading the supporting cast, the audience's interest is maintained every moment.

James Furey wrote the scenario and dialogue from Clavie Kinkad's Harvard prize play.

KING'S THEATRE
HONGKONG'S FINEST CINEMATHE MOST COMFORTABLE AND THE ONLY AIR-COOLED THEATRE IN HONG KONG
FINAL SHOWINGS TO-DAY AT 2.30, 5.10, 7.15 & 9.30 p.m.

His Pal—Or the Girl He Loved?

Tempestuous as the sea
he served, was the
passion she stirred
in his heart! But
royalty to a pal
—then the sea
answered!

Answering al-
ways the call
of Duty—if
not of love.

Battling fier-
cely! Loving
tenderly!



NEXT ATTRACTION
SUNDAY, 12TH JULY, AND MONDAY, 13TH JULY
BY SPECIAL REQUEST RE-SCREENING OF
"SPLINTERS"

with
HAL JONES REG STONE LEW LAKE
Presented by
BRITISH AND DOMINION FILM CORPORATION, LTD.

Booking at the Theatre.

Telephones: 25813, 25830.

"GENTLEMAN'S FATE."

Probation officers acted as casting directors for gangster scenes in "Gentleman's Fate," John Gilbert's new Metro-Goldwyn-Mayer starring vehicle, which will open at the Queen's Theatre to-morrow.

Mervyn Le Roy, the director, wanted genuine criminal types for authentic underworld atmosphere, but before engaging applicants he obtained approval from probation officers: They had to guarantee that the criminal types had clean "bills of health" so far as the authorities were concerned.

The story of the new Gilbert talkie is an exciting narrative of New Jersey bootlegging activities with the star in the role of a society clubman who turns gangster and killer.

Louis Wolheim heads the supporting cast, which also includes Leila Hyams, Anita Page, Marie Prevost, John Miljan and George Cooper.

KING'S THEATRE.

"MEN ON CALL."

Proving once again the age-old truth that heroism is the greatest dramatic force to stir audiences to the depths of their emotions, "Men On Call," Fox movietone dramatization of stern realities faced by the Coast Guard in their constant vigil to safeguard the storm-swept coasts, featuring Edmund Lowe, Mae Clarke and William Harrigan, thrilled audiences at every performance at the King's Theatre.

John Blystone directed the story which deals with two men of the service, who, fate decreed, should fall in love with the same girl. One man knew her before he joined. The other, his captain, befriended him, made his life easier in the service, then helped him rescue the girl from attempted suicide.

William Harrigan portrays the role of the sympathetic captain who trusted all women. He never knows that his love for Mae Clarke can never be fulfilled, until a storm at sea threatens her life and sends Edmund Lowe to her rescue.

awake at last to the fact that her love is real and that she is his.

Warren Hymer, Sharon Lynn, Joe Brown, George Carroan and Ruth Warren complete the cast, which also boasts a crew of regulars from Coast Guard stations on the Pacific Coast.

"Men On Call" was filmed almost entirely out of doors, along the beautiful coast of Northern California, and shows actual Government Coast Guard Stations, personnel and equipment.

Tom Geraghty and Andrew Ben- nison were the authors.

"SPLINTERS."

By special request of the public, the management of the King's Theatre decided to re-screen the famous British film, "Splinters," for another two days, commencing to-morrow.

"Splinters" had so obvious an effect on the spirits of the troops, that General Horne, after witnessing a performance, promised every assistance and caused the "Bra Sat Theatre" to be built. Very soon "Splinters" became something more than a concert party; it became an institution.

By this time, Hal Jones and Reg Stone, the female impersonator, had become immensely popular and every Tommy within miles of the show would make an effort to get there.

The end of the War did not bring about the end of "Splinters," however; and to-day, more than eleven years afterwards, the show with its chorus, its principal comedians, Hal Jones, and Reg Stone, is still a feature at the London and provincial theatres.

When it came to making the picture of "Splinters," that is to say, telling the story of how it came into being and of the effect it had, General Horne at once promised his personal support; and, indeed, would have appeared in it in person had not his untimely death put an end to such possibility.

The story is based upon actual happenings. Some of the items from the original show in France have been included and will doubtless be remembered by the many thousands of soldiers who knew the old "Bra Sat Theatre" in France.

"WHEN I WAS YOUNG."

REV. F. H. GILLINGHAM
LOOKS BACK.

LINCOLN.

Rev. F. H. Gillingham, Rector of St. Margaret, Lee, who formerly played cricket for Essex, spoke at the Lincoln Diocesan Conference on "Religion and Amusement."

"When I was young," he remarked, "I did not drink, I did not smoke, I did not go to the theatre, I did not dance, and I did not play cards."

"I have vivid recollections of so-called Christian games at so-called Christian parties, such as 'Postman's knock,' 'My friend's chair,' 'Queen of Sheba,' which seemed to hold more possibilities of physical allurements than you would normally get at a well-conducted dance."

"If I had a son who said he did not care to go to a dance or the theatre because he had higher things to attend to, I should be proud of him. But, if I had a son who preferred to go to a dance or to have ed, of dark in a cinema rather than go to a prayer meeting, and who had a picture of a film star stuck up in his room, I should not be ashamed of him and give him the impression that he was heading for the devil."

**BRITISH FLOATING
EXHIBITION.**

**TRADE SHIP LEAVING SHORT-
LY FOR AMERICA.**

London, July 2.—The establishment of that personal contact between the producer and the buyer, so strongly advocated by the Prince of Wales, is the object of those organizing the tradeship, British Exhibitor, which will leave on November 1 to call at thirty American ports.

The ship will visit the West Indies, San Francisco, Valparaiso, Buenos Aires, Rio de Janeiro, New Orleans and Havana.

Representative specimens of all the chief exporting industries will be carried, and over 100 directors or head representatives of firms will be aboard to meet prospective buyers and to give them details of the goods on offer. The trip will take a year.

£30,000 TRIAL.LAW SUIT TO BE HEARD A
THIRD TIME.

It was announced in the King's Bench Division that an action that has already been tried twice, that has been before the Court for 23 days, and that has cost nearly £30,000 in legal expenses, will be heard for the third time.

Mr. Harry Yager, managing director of H. Yager (London), Limited, and other companies, sued Mr. R. C. Thynne, of Edinburgh, Mr. F. L. Osborne and Mr. P. Halliday, of London, directors of the Midland Furnishing Company, Limited, for £40,000 damages which, he alleges, sustained in consequence of his having agreed to buy shares in the Midland Company. He made allegations of misrepresentation which the defendants strongly denied.

The first trial was stopped after eight days' hearing because a jurymen had discussed the case with a member of the public. The jury at the second trial answered some questions, but disagreed upon others.

Mr. Norman Birkett, K.C., submitted that no verdict had been recorded and that the jury must be regarded as having disagreed, and Mr. Justice Finlay upheld this contention and refused to enter judgment for either party. He gave the plaintiff his costs of this application.

It was announced that fresh notice of trial had been entered. Mr. Norman Birkett, K.C., Mr. Roland Burrows, and Mr. A. H. Davis (instructed by Mr. A. W. Fryer) appeared for the plaintiff, and Mr. Croom Johnson, K.C., Mr. G. O. Slade, and Mr. E. B. Guest (instructed by Messrs. Stafford Clark and Company) represented the defendants.

MOVIELAND
FEATURES
FOR
THE WEEK

STAR

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At 2.30, 5.15, 7.15 & 9.20.

JANET GAYNOR

CHARLES FARRELL

**SUNNY
SIDE UP**

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If, when at home, they will call or telephone to the above address they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

MOVIELAND
FEATURES
FOR
THE WEEK

QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

That powerful
clash between
a love hungry
lad and a
respectability
seeking girl.



**COMMON
CLAY**

Fox movietone
with
Constance Bennett
Lew Ayres

TO-MORROW

in the
under-
world
he
found
real
love!

**John
GILBERT**

and a great
cast bring
you a
great
thrill
hit—

Gentleman's Fate

Brother against brother!
Gentleman against thug!
You'll hold tight to your
seats!

with
LOUIS WOLHEIM
LEILA HYAMS
ANITA PAGE
MARIE PREVOST

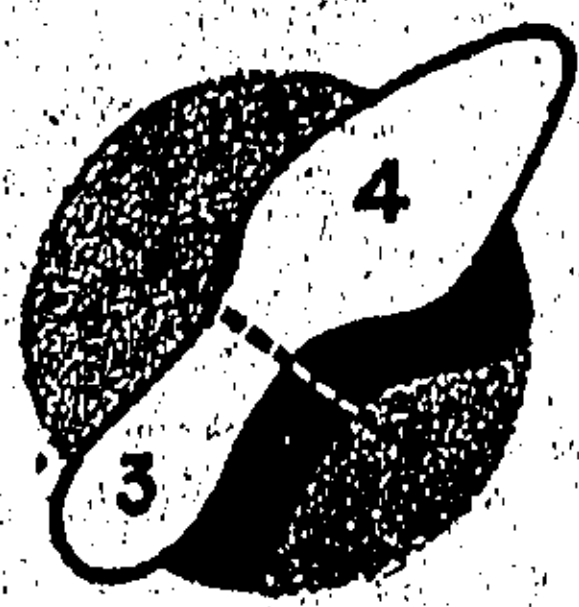
**COMING SHORTLY**

**EDNA
FERBER'S
COLOSSAL**

**RICHARD DIX**

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MR. PEPYS IN HONG KONG

July 4th.—News comes that the County of Middlesex do defeat New Zealand at cricket which is the first time they have been beat in England this year, but even so they failed but little of victory. Mr. Dempster be injured and play not. He must needs be counted as a I reckon, as one of the best strikers with the bat who do play this year, and so his side without him are like to be at a stound. At Gibraltar, I hear, of riots because a murderer be condemned to hang. Yet I have visited the Rock more than once, and much I marvel that any of the Scorpions do muster up so much spirit. For it is as sleepy a place as ever I saw. In the House, a scene, where a Glasgow member do behave himself most unseemly. But, Lord! in a Labour Government who shall marvel that the seam do effervesce! Yet beneath there is much sound sense and when it be skimmed off I doubt we may make something of the residue yet.

5th, Lord's Day.—To the Club for my morning posset where I find Mr. Creed, Mr. Povy and many other gentlemen, where more talk of this Canine and Antecanine. But Lord, what fond stuff it all be and unprofitable. For everyone be so opinionastre there be no clear argument. And though I keep not one myself I know many dogs whom I do infinitely prefer to some of mine acquaintance, which when I tell Mr. Povy he is mighty short as though I mean him. But if the hat do fit he needs must wear it. Then he and Mr. Creed fall talking of Chiropactors, and, God forgive me, I do think for a long time that they speak of Aeroplanes; but by good hap say nothing, and later learn that they do speak of some new manner of chiropactors, who do but press the buttons of the spine and the figure worketh as the ancient saw hath it. To Deep Water Bay bathing, where I am much irked that I may not take a towel to the beach, even though I offer to sign a billet for it. Which seems to me as silly a thing as ever.

I heard and if thus alone members shall be abated from taking the towels to Regulus Bay I do not understand it. And talking together Mr. Creed and I do hold the Committee too autocratic. On the bench too there be far more stones on the Western end than heretofore and a pity it is. And so home where grievous trouble awaiteth. For my wife's woman in washing a gown do so maltreat it that it fall into holes. My wife, poor wretch, very wroth and I at a loss what to do, for send away the wench she would not. So I do speedily perceive that I must be at charges for a new gown. But I will not tell her so yet.

6th.—This day early I read in the News Sheet that letters from here may be sent in an air-ship between Shanghai and Manchouli, and so save from four to five days of the transmission. But I do marvel that with so many ways of losing our letters, the Master of the King's Postes doth invent one more. For I recall not so long ago that a much advertised air-mail be despatched homeward *via* India and do travel mighty fast, until it do sink in the Mediterranean. And I am at a loss to know who is profited thereby save the said Master of the King's Postes who do sell the extra stamps. Reading in the Gazette I learn that the honourable councillors, Mackie and Patterson be appointed members of the Authorized Architect's Consulting Committee. And it perplexes me sore to chuse whether I shall have my new house built by the P. & O. or by the Prince of Wales. A most notable event occurs, that England do win a championship at Wimbledon though it be but the Ladies' Doubles.

7th.—Disastrous floods in the West, North and East River districts, and I fear many lives lost. And this shall be an opportunity wherein the new Government in Canton shall prove their constructive ability. For of the destructive, no one has any doubt whatever so easily did they upset the old order of things. I learn that already the Chinese merchants in Hong Kong do contribute generously to send aid to their fellow-countrymen in distress. Which is as it should be and may God continue a brotherly understanding between this Colony and the great province in which we abut. Though times be hard the Colony do always prove its charitable feelings, for in the Poceidon fund above fifty thousand dollars be subscribed. And in my judgment, (Continued on next Column.)

FARMER LOSES CLAIM.

COMPENSATION FOR SLAUGHTER OF PEDIGREE HERD.

Judgment was given in the King's Bench Division in the action in which the Minister of Agriculture and a Ministry Inspector, Mr. R. E. Lloyd, were sued by Mr. Edwin Roy Bligh, of Goddard's Green Farm, Benenden, near Ashford, who claimed £1,331 15s. from the Minister, and alternatively damages from Mr. Lloyd for alleged misrepresentation by which, he said, he was induced to accept the commercial value instead of the pedigree value of a herd of Friesian cattle which were slaughtered under the Diseases of Animals Act.

The jury found that Mr. Lloyd did not tell Mr. Bligh that the Ministry did not pay pedigree value, neither did he state that the alternative to slaughter was removal for isolation. Mr. Justice Horridge accordingly entered judgment for Mr. Lloyd with costs.

On the question of the Minister's liability, Mr. Justice Horridge said that the valuation form which Mr. Bligh signed clearly purported to be a valuation under the Act, and, if that was the case, Mr. Bligh could not complain of the valuation after fourteen days. Mr. Bligh had the advantage of escaping all the expenses of isolating the cattle, which might in the long run have cost him a good deal more than the difference between the commercial and pedigree values. There would accordingly be judgment for the Minister with costs.

ment this do be very just and right, for it is a definite exposition of the love and esteem in which we hold the King's Navy, which, especially in these distant lands do over be our Sure Shield.

8th.—Mr. Robt. Macwhirter do write of the latest Test, the nude cult in Hong Kong. Of which much has been written and spoken, and I hear the S.P.C.A. do move in the matter with the Mayor of Tai Po, lest from over rich feeding the rice of Musquitos do be put in jeopardy of their lives. I read too of the Rotarian meeting upon Tuesday last (and it irked me I could not be present) where two news sheets do record the speaker as saying that *Golf* cared for none of these things. But whether it be to the Dean or to the Professor, I must send a copy of the Acts of the Apostles I am at a loss to know.

9th.—I find at the Club much satisfaction at the news that two further Test matches at cricket be arranged with the New Zealand team: who in my judgment have proved themselves well entitled to the honour. News comes too that Oxford do beat Cambridge soundly at the game, and indeed it is time, and even the Light Blues may not be so sad. But all mighty sorry for the Oxford Captain Moore who cannot play from a heavy sickness he hath taken. And may God grant him speedy recovery for he is a very gallant and skillful player of cricket. The Memoratorium in Europe do promise well, but Lord! into what evil case Germany hath gotten. I pray God that statesmanship shall effect a way out for we are all bogged in the same mire and must help each other. News of the Poceidon disaster which do reveal that one Willis, a petty officer, act so courageous and able as never was, saving many lives and at last his own. I learn a Testimonial to his wife be started by a great News Sheet in England and I am glad of it. At Holyrood, His Majesty the King do hold court, the first that he hold there these many years if my memory serve me, and a most royal function.

H.K. BROADCASTING COMMITTEE.

REPORT FOR LAST MONTH.

The monthly report for June, issued by the Hong Kong Broadcasting Committee, states:—

The actual hours of transmission totalled 244.25 of which 138 were devoted to European programmes and 106.25 to Chinese programmes, as follows:—

	Euro-Chinese	Chinese
Morning transmissions including commercial news and church relays	48½	30½
Evening transmissions	80½	60½
	138	106½

Monthly percentages:—European 56.50, Chinese 43.50.

During the month the following items were broadcast:—Dance programmes 4, European studio concerts 3, European relays 10, Chinese studio concerts 5, Chinese relays 5, European lectures 5, Chinese lectures 1, Chinese children's programmes 4.

New Licences issued during June, 40.

Studio and Relay Transmissions.

	Euro-Chinese	Chinese
June		
1. From the Studio—Professor Baring (Cymbalist)	1	
2. Relay of speech from Rotary Club Tiffin—Mr. William Moss on "By Aeroplane over Central and South America and the West Indies"	2	
3. Lee Theatre relay	4	
4. From the Studio—Recital by Miss L. Pecker (Pianist) and Miss Flint (Violinist)	2	
5. Chinese children's programme	1	
6. Chinese studio concert	2½	
7. No relay nor studio transmissions		2
8. Chinese studio concert	2	
9. Relay of Union Church Service	1½	
10. Relay of Union Church Social	1	
11. No relay nor studio transmissions		1
12. Relay of speech from Rotary Club Tiffin—Mr. J. Douglas Butcher, M.P.E., on "Electricity"	2	
13. Ko Shing Theatre relay	3½	
14. Chinese children's programme	1	
15. Chinese studio concert	2½	
16. No relay nor studio transmissions		2
17. Relay of St. John's Cathedral Service	1½	
18. No relay nor studio transmissions		1
19. Relay of speech from Rotary Club Tiffin—Mr. W. G. A. Turner on "Post War Activities of an Armament Firm"	2	
20. From the Studio—Lecture by Professor Hirschfeld on "Sexology"	2	
21. Ko Shing Theatre relay	3½	
22. From the Studio—Talk by Rev. Father G. Byrne, S.J., on "Einstein and Some Others at Tea"	2	
23. Chinese children's programme	1	
24. Chinese studio concert	2½	
25. From the Studio—Recital by Mrs. A. M. Bowes-Smith and Miss L. Pecker's pupils	1	
26. From the Studio—Selections by the Band of the S.S. Rumpura	1	
27. From the Studio—Lecture by Mr. Sung Hok Pang on "Animal Welfare in the Colony"	2	
28. No relay nor studio transmissions		1
29. From the Studio—Lecture on Edward Hagerup Grieg	2	
30. From the Studio—Piano-forte (Recital) by Miss L. Pecker of Grieg's works	1	
31. Relay of St. Joseph's Church Service	1	
32. From the Studio—Recital by Mr. and Mrs. A. M. Bowes-Smith and Miss L. Pecker	2	
33. Relay of Speech from Rotary Club Tiffin—Dr. Miestowski on "Trinity College and its Work"	1	
34. From the Studio—An Appeal by The Hon. Mr. W. E. L. Shenton for "The St. John's Ambulance Brigade"	2	
35. Ko Shing Theatre relay	3½	
36. European studio concert	1½	
37. From the Studio—Lecture by Father T. Cooney on "Electricity"	1	
38. Chinese children's programme	1	
39. Chinese studio concert	2½	
40. No relay nor studio transmissions		2
41. No relay nor studio transmissions		1
42. Relay of Union Church Service	1½	
43. Relay from the K'n Theatre of the Musical Portion of "Splinters"	1	
44. From the Studio—Recital by Mrs. Suiter's pupils	1	
45. Relay of Speech from Rotary Club Tiffin—Mr. B. Wylie "East West Home's Best"	1	
46. Ko Shing Theatre relay	3½	

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KOWLOON DISPENSARY.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of GUY DENNIS
NORRIS BARRY BIDWELL,
Late of CHINA, deceased,
Province of CHINA, formerly
of 120, Meadows Road, Tsim
Shi, in the Territory of
China, deceased.

NOTICE IS HEREBY GIVEN
that the Court has, by virtue of
the Provisions of Section 53 of Ordinance
No. 2 of 1927, made an Order limiting
the Time for Creditors and others to
send in their Claims against the above
Estate to the 5th DAY of AUGUST,
1931.

All Creditors and others are accord-
ingly hereby required to send their
Claims to the Underigned on or before
that Date.

DEACONS,
Solicitors for the Executor,
1, Des Voeux Road Central,
Hong Kong.

952]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN
that the Provisional Certificate
No. 57/488 dated Hong Kong 20th
February, 1923 for Four Shares of
this Bank Numbered 129990/129991
inclusive registered in the Name of
Estate of LO LAY SHANG (deceased)
has been LOST or STOLEN, and
should this Certificate not be produced
to the Bank before 17th JULY, 1931,
a New Certificate for the Shares will
be issued, and the aforesaid Certificate
No. 57/488 will be thereafter treated
by this Corporation as Null and Void.

By Order of the Court of Directors.

V. M. GRAYBURN,
Chief Manager.

959]

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The Daily Press

HONG KONG, JULY 11, 1931.

MODERN OR MEDIEVAL?

A CORONER's jury has expressed
the opinion that proprietors of
fire-cracker and joss paper shops
should be made to take greater
precautions against danger by fire.
It was recommended that such
shops should be subject to licence
control, and should not be allowed
in domestic buildings, or where
floors and staircases are not of
cement. The findings were out-
spoken.

"Anybody can open a fire-cracker
shop and store anywhere he likes
and in any kind of building. This
we consider a grave public danger."

The jury in question had enquired
at great length into the Staunton
Street fire on June 9, when a joss
shop was burnt out and fifteen
persons killed, including four
young girls on the second floor. The
wooden staircase was destroyed
and the girls were driven by the
approaching flames to throw them-
selves from second floor verandahs
onto the street.

It will be interesting to see the
Government's reaction to these re-
commendations. How easy it would
be for the official spokesman in the
Legislative Council to begin with
a few generalisations about juries
in general, and those of Hong Kong
in particular, and then to go on
and say something on these lines:
"The consensus of expert opinion
is that it is better to leave things
alone. Certain alterations in the
regulations are being considered,
but, for a great many reasons, all
of which have been gone into at
length, it is not advisable to inter-
fere with the fundamental principles
upon which the cracker, joss paper
and joss stick trade is conducted.

The present system has answered
very well and one regrettable in-
cident is not sufficient cause for
changes on the very sweeping
lines suggested by a non-expert
body. Moreover, with the
gradual rebuilding of Victoria the
problem of wooden stairs and floors
will in time adjust itself, and, in
these days of financial difficulty, it
is not wise while hurrying the pro-
cess."

By means of a coach the journey
was made easy. The horse was in
its natural surroundings, and
speed had not become an obsession.
The coach maintained the tradition
of the Highlands. It now devolves
upon the bus to see that that tradi-
tion is not lost.

If it would be easy to answer the
jury's recommendations in this
manner and to do nothing. A
matter of seventeen fires in thirty-
six months, most of which were
easily extinguished, is not, after
all, a very terrible record! Why
upset an important trade, and
offend a great many Chinese in-
terests on such inadequate grounds?
Much more could said in this vein
and the whole matter pigeon-holed,
alongside the recommendations of
the jury that, enquired into the
King Edward Hotel fire disaster.

We all hope that the Government
will not take that line. If such is
their intention there is nothing
to prevent them, for public
interest soon wanes in the hot
weather. If any change is to come
the Government will have to do it
of its own volition and without the
kind of reminders that are applied
to municipalities in England. But
joss paper and cracker shop fires
occur at regular intervals and
sooner or later there is bound to
be a repetition of the recent
tragedy, unless control of these
establishments is enforced.

The principle raised by the
Staunton Street fire is a big one.
It is a small aspect of the issue as
to whether Hong Kong is to jog
along on the easy going methods of
those good old days when life out
here was easy and money plentiful,
or whether it is to be governed on
the stricter and more exacting
manner of a modern city. The
problem is cropping up in many
directions, but so far the official
response has been lethargic. Official
policy in this matter will be regard-
ed as interesting and significant.

COACHES LEAVING LAND O' MACGREGOR.

The last of the coaches are depart-
ing from Aberfoyle. Vehicles which
in more romantic days carried
passengers through the Ros Boy
country are being discarded, and
their wheels, which have rolled
merrily over rugged roads in sun
and rain, are now to do service
for farmers in the neighbourhood.
Thus a link with the past dis-
appears, and a question arises
whether there does not go with the
coach some of the charm that made
the Land of MacGregor famous.

The slow means of conveyance,
dragging its noisy wheels up hill
or through glen, certainly afforded
ample time for impressions to
strike deep. It gave a lingering
sense, for instance, to the Trossachs.
In a motor-bus this defile is but a
mile of changing scenery—green
woods and lofty precipices—soon
covered, soon forgotten. The mem-
ory has little time to recall the
romantic episodes in the career of
Rob Roy.

Everyone familiar with Scott
knows that in this gorge Rob many
a time found a refuge when the
"king's men" were fast upon him.
But it is not generally remem-
bered that Rob became a freebooter
only when a depression hit the
cattle trade which had been his
employment. Insolvency, available
records have it, sent Rob into the
only business by which the world
came to know him. And it is dif-
ficult to realize that this wild High-
lander carried on his forays when
Pope and Addison were enriching
our literature with their poems and
essays. At that time the north was
practically inaccessible. Not until
a century later were the High-
lands virtually opened through
the pen of Sir Walter Scott. On
the heels of Scott came the coaches
at Aberfoyle.

For tourists wanted to see the
countryside of Rob Roy and his
wife, HELEN MACGREGOR, whose
words still seem to ring down the
glen when unfamiliar footsteps
bespeak the entry of a stranger:

Stand I and tell me what ye seek
In MacGregor's country.

By means of a coach the journey
was made easy. The horse was in
its natural surroundings, and
speed had not become an obsession.
The coach maintained the tradition
of the Highlands. It now devolves
upon the bus to see that that tradi-
tion is not lost.

★ News and Views ★

The National Library of China.

In what was once the favourite
garden of a famous Manchu prince
is to be opened shortly the National
Library of China. The National
Library is at Peiping and the build-
ing, which was recently finished
after having taken some two years
to build, is stated to have cost a
million dollars. The most modern
ideas in library construction have
been followed and the structure is
an adaptation of Chinese architecture
to present day building art.

Great Snakes!

A young society woman, Lady
Joan Villiers, had an alarming ex-
perience at the famous Port Eliza-
beth snake park where she was
suddenly bitten by one of the
exhibits which were being shown
to her. Luckily the snake was
harmless; but most people, who are
unaccustomed to snakes, would get
as this young lady did the same
shock and feeling of revulsion from
being bitten, as if it had been a
poisonous Mr. Fitzsimmons, the
curator, is probably the world's
greatest authority on snakes, and
amazing stories are told of his ad-
ventures. There is a legend that his
native keeper, Johannes, has
been bitten so often that he is
almost snake-proof and that neither
of them think anything of being
bitten provided that they can get
suitable serum quickly.

Roads in China.

It is often said that the greatest
hinderance to the development of
China has always been, and still
is, the absence of satisfactory high-
roads and other means of communi-
cation. Much, of course, has been
done in the matter of road build-
ing in different parts of the coun-
try. Chefoo, for instance, is now
connected by motor road with Wei-
haiwei, thus obviating the necessity
of steamer transport as in past
days. Also for some time past work
has been in progress on the motor
road between Tientsin and Peiping,
and it is understood that this road
also will be available for heavy
traffic at the end of the summer. Al-
together China has some thirty thou-
sand miles of recognised highways.
These are not all usable by motor
traffic as yet, but such as are are
being improved, and when the re-
novation work in hand is completed
another twenty thousand miles will
be constructed. The National Good
Roads Association of China is hold-
ing an exhibition in Shanghai
shortly as a means of impressing
upon people the necessity of good
highways and traffic roads if China
is to be one day a recognised power
in the world of commerce.

Gasometer Blows Up.

Brussels.—A woman was killed
and several men were injured
through the blowing up of a
gasometer following a fire at the
Cockerill works. The town of Sera-
ing was shaken by the explosion,
and the damage done to the fac-
tory buildings is very great. The
fire broke out in a tar distillery
and spread to the gasometer,
causing it to explode. Large
masses of the structure
were thrown long distances.
The tar distillery was completely
destroyed. At the time of tele-
graphing firemen from Liège and
neighbouring areas are fighting the
flames, which have spread to other
buildings. The firm of Cockerill
was founded in 1817 by John
Cockerill, the son of a Lancashire
mechanic who emigrated to Bel-
gium. Before the war it employed
11,000 workpeople. In 1842 the firm
constructed the first stationary en-
gine and the first locomotive and
laid down the first railway on the
Continent.

Horse-Whip Wanted.

On the day that Charles Thomas
Moy Deacon, aged 23, should have
been married at Chatham, Kent, to
Miss Mary Ann Elford, of Chatham,
he failed to arrive for the ceremony.
He was later arrested at Rochford,
Essex, where he was said to have
lost his memory. At Rochester
Police Court he was sent to prison
for obtaining 212s by false pretences
from Miss Elford, and obtaining
goods at Strood by fraud. It was
stated that he had shown people a
letter ostensibly from a firm of
solicitors, and told his victims he
was a ward in Chancery, and had a
wealthy aunt.

Believe It or Not!

But the most amazing story of the
Port Elizabeth snake-park, which
seems to be well authenticated,
concerns Mr. Fitzsimmons' at-
tempt to buy snakes some years
ago. He wanted to add to his stock
of poisonous snakes and offered to
buy any that were brought to him
alive. Shortly after, native child-
ren began to arrive with live
snakes every day, and he purchased
them. After a while he noticed
that his stock was not increasing.
He set a watch at night and found
that the native children crawled
in among the snakes, stole a hand-
ful, and returned next morning to
sell them.

★ Local Notes and Events ★

One non-Chinese case of typhoid
and one Chinese case of diphtheria
were reported on Thursday.

The South China Athletic Associa-
tion are holding a night fete at
North Point to-night.

The Registered Offices of the Hong
Kong Amusements, Ltd., will be
situated at Pedder Building, third
floor, as from July 13.

Whilst on a picnic, a Chinese ac-
cidentally shot himself in the fore-
arm yesterday. He was removed to
the Government Civil Hospital.

The Hong Kong Telephone Co.,
Ltd., advertise that an interim
dividend of 4 per cent. per share
for the six months ending June 30,
1931, will be paid on Tuesday,
August 4.

A boy, Lai Kan Chun, aged three,
accidentally fell into a bucket of
hot water at the Daily Farm pre-
mises at Pokfulam yesterday. He
was moved to the Netherlands Hos-
pital where he died later.

A Chinese youth was charged be-
fore Mr. Hamilton at the Kowloon
Magistrate's yesterday, with having
tried to snatch a handbag from
Mrs. Ramskill, 3, Gun Club Hill.

The boy was remanded until to-day
when he will be sentenced.

Mr. F. Brett, Chief Assistant
Inspector, saved the life of
a young Chinese woman, who at-
tempted to commit suicide by
jumping into the harbour from the
sea wall at Samshui-pu, on Thurs-
day.

A fine of \$5 was imposed upon
Mr. J. N. Dalziel of 4, Briemere
Terrace, by Mr. Schofield at the
Central Police Court yesterday, for
having driven a motor-car, the
horns of which were not in proper
working order.

The Hon. Treasurer of the St.
John Ambulance Brigade begs to
acknowledge with thanks the receipt
of the following donations towards
the Brigade Funds:—Mr. Kwok Siu
Lau, \$200; Mr. Fung Kong Un,
\$200; Jockey Club, \$500; Mr. Chau
Tung Sang, \$100; Mr. Chan Pek
Chuen, \$25; Mr. P. K. Kwok, \$10.

Edward Lee Baker, an American
citizen, was committed to the House
of Detention by Mr. Williams at the
Central Police Court yesterday on
a charge of vagrancy. It was stated
that the man missed his ship and
that the local agents of the steam-
ship line were arranging to get him
placed on another ship.

"Accidental Death" was the
finding of the Coroner (Mr.
Williams) at an inquest yesterday
afternoon on Lau Wong Shi (40),
concubine of a merchant, who suc-
cumbed to head injuries at the
Government Civil Hospital on July
3. The evidence revealed that she
was struck by a flower pot falling
on her head while she was walking
in Des Voeux Road on June 30.
Although there was no eye-witness
of the mishap, it was suggested that
the flower pot was knocked off the
parapet of the verandah of the
second floor of 284, Des Voeux Road,
by a canvas awning swinging in the
breeze. The victim never recovered
full consciousness after the accident,
death occurring three days after ad-
mission to hospital.

"Lovers' Meeting."

The anonymous "Women's War
play," "Lovers' Meeting," original-
ly produced at the Royalty, Lon-
don was subsequently was put on
for a run at the Prince of Wales.
Opening in a canteen at the base,
it subsequently plays in a casualty
clearing station at the front. The
early scenes, containing more talk
than action, are preparatory to a
climax in which personal feeling
finds itself in striking conflict with
duty. The chief parts were taken
by Miss Mary Merrall, Miss Esme
Beringer, Miss Vera Beringer,
Miss Renee Gadd, and Miss Renee
de Vaux. Miss Sydney Farr-
brother's role in the original being
filled by Miss Margaret Watson.

Dancing Soldiers.

One wonders how many English
officers, on attaining command of
their regiments, could emerge suc-
cessfully from the ordeal through
which a colonel of the Russian
Cossacks has to pass. These sol-
diers, on promotion, have to dance
before the entire assembled re-
giment, and their popularity as
commanding officers depends almost
exclusively on the degree of accom-
plishment they display on that im-
portant occasion. Probably the
average colonel of a Highland re-
giment would regard this ordeal
with greater equanimity than his
English counterpart. Every High-
land officer is expected to dance,
and to dance well, and most of them
keep it up into advanced years.

"Stalky" & Co.

Major-General Dunsterville, the
original "Stalky" of Kipling's
school story, and Mr. G. C. Beres-
ford, the original of M'Turk, were
among those present at the annual
luncheon of the Kipling Society.
General Dunsterville, who during
the war commanded the memorable
Hush, hush expedition that held
Baku against the Turks, looks and
speaks like the "Stalky" we got
to know in the book. He told the
gathering that at the reception a
lady asked him: "Did you do all
those naughty things Stalky was
said to have done?" And the
General went on: "Of course not,
I replied, 'but I have changed
since.'" Mr. Beresford (M'Turk)
has a pointed beard, and a soft,
rather musical, voice. He used to
be in the engineering service of the
Government of India, but on the
advice of Rodin, the great sculptor,
became a professional photographer,
and has a narrow, four-storied
house in Yeoman's-row packed with
photographs he has taken. He
specialises on the head and shoul-
ders, and is noted for his pains-
taking care in securing a portrait
that seems right to him.

Lichens Yield Perfume.

One naturally associates scents
and perfumes with flowers, from
which so many of them are obtain-
ed by the use of different solvents,
but it is rare that one hears of such
products being derived from mosses,
which cling to trees. Yet such is
the case with the valuable "essence
de mousse de chêne," which comes
from a lichen which grows plenti-
fully on oaks and conifers in the
woods of Slovakia. It is carefully
gathered and sent to France, where,
after special laboratory treatment,
it yields a very pleasant smelling
oil. Only about one ounce of this
oil is obtained from about thirty
pounds of moss, but it is very con-
centrated, and is later used for
making eau de cologne and other
scents and perfumes. At a time
when the wood trade is going
through a period of great depres-
sion this subsidiary product helps
somewhat to remedy matters.

Royal Dress at Ascot.

Princess Mary's coat of fawn-
coloured silk was worn with a geor-
gette dress, trimmed with lace of
the same shade, and a large hat.
The Duchess of York also wore a
fawn coat with her dainty lapi-
lazi chiffon gown and a hat of
the same colour, bordered with lace
straw. Princess Alice wore a trail-
ing gown of silver lace, run with
fine black thread, and Lady Mary
Cambridge's hat of deep rose-pink
was of a slightly darker tone than
her frock. Lady Patricia Ram-
say's picture hat, also in pink,
was worn with an ecru-coloured
lace-trimmed gown. Of the ladies
in the Royal party the Countess of
Granard was in an elegant coat
of royal-blue velvet, with winged
sleeves, and a hat to match; the
Duchess of Roxburghe wore a
raspberry-coloured coat over a de-
licate peach frock; and the Du-
chess of Portland wore a green
picture hat with a green floral
chiffon dress.

New Delhi.

Country Life of 6 June, 1931,
20th and 27th contained a re-
markable series of articles, beau-
tifully illustrated, of New Delhi.
The great empires and civilisations
of the past have left ample evi-
dence of the thought and imagina-
tion and sense of beauty which they
applied to the building of capital
cities in the countries which came
under their sway, but there has
been nothing in the history of
mankind quite like the opportunity
presented to Sir Edwin Lutyens in
the commission to create not mere-
ly a new city, but the capital of
half a continent. Now that the
New Delhi is established as the
seat of the Government of India
and Sir Herbert Baker's adminis-
trative buildings are in full use,
the grandeur of the design is re-
cognised on all hands. In view of
the interest in the new city, it was
decided by "Country Life" to send
its principal staff photographer to
make a complete photographic
survey of New Delhi. The photo-
graphy actually occupied some six
weeks and the large number of
superb photographs obtained are
used to illustrate the fire articles
and give an unparalleled idea of
the vastness of the fire articles
conception and of that fertility of
invention which has not only laid
out to the minutest detail the
Vicerey's palace, with its vast
hall of state, and its interior fur-
nishing and treatment. In the words
of Mr. Robert Byron, the brilliant
writer of the articles, the Vicerey's
House is "one of the great palaces
of the world, and the only one
erected within the last hundred
years."

CHINESE PRISONER ALLEGES ASSAULT.

COURT SEQUEL TO RECENT ROBBERY.

Mr. W. Schofield, at the Central
Magistrate's yesterday, remanded a
Chinese who was charged with con-
spiracy in a robbery at 39, Third
Street, on June 20, last.

Evidence was given to show that
three persons of which the defen-
dant was not one, were concerned
in the robbery. The defendant was
the son of a tenant in the house
and "he" was arrested, accord-
ing to police evidence, as he was
trying to board a boat for Canton
on the night of the robbery.

There was, however, no other
evidence against him except his
own statement in answer to the
charge, in which he admitted hav-
ing been mixed up with the robbers.
The defendant, asked to confirm
this statement in Court, said that
he was threatened and actually as-
saulted and forced into making
this statement.

His Worship indicated that he
would like to adjourn the case for
further consideration.

DEBT SUSPENSION PROPOSALS.

FIRM STAND BY MR. PHILIP SNOWDEN.

[BRITISH WIRELESS SERVICE.]

Rugby, July 9. Arrangements are proceeding for a meeting in London on July 17 of experts in connection with President Hoover's debt suspension proposals. According to a Washington Press message the United States will be represented by Mr. Hugh Gibson, United States Ambassador at Brussels.

In the House of Commons today the Chancellor of the Exchequer, Mr. Philip Snowden, was questioned as to the basis of calculation of the British loss of \$1,000,000 arising from the debt suspension plan and as to the possible increase in the total sacrifice following the developments since his previous statement.

He said: "The British Government have no intention of agreeing to any measures in connection with giving effect to President Hoover's proposal which would involve any additional loss to the British Exchequer."

He recalls that he had said that the application of the Hoover plan would require some readjustment in the Budget before the end of the year and suggested that it would be a most suitable occasion for a detailed exposition of the figures.

All Classes Must Stand Together.

Rugby, July 10. In a speech last night the Secretary for the Dominions, Mr. J. H. Thomas, said the Hoover Plan would necessitate the reconsideration of the whole situation regarding war debts and reparations.

Germany was unable to meet her obligations now, but it could not be assumed, unless some other step were taken, that the position would be righted in twelve months. America had discovered that she could not prosper if her neighbours are in poverty.

Dependence and interdependence of the world was never better illustrated. This was a fact that all sections in this country must face. They must all stand together as nothing could be accomplished by industrial strife or class bitterness.

GREAT DISARMAMENT DEMONSTRATION.

THREE PARTIES ON SAME PLATFORM.

[BRITISH WIRELESS SERVICE.]

Rugby, July 10. The Prime Minister is at his country house, Chequers, for a short rest, but will return to London on Saturday when, in company with the Conservative and Liberal leaders, Mr. Baldwin and Mr. Lloyd George, he will address a great disarmament demonstration at the Albert Hall.

The Albert Hall holds 10,000 people but a great overflow meeting, to which speeches will be relayed, will be held opposite the hall near the Albert Memorial, in Kensington Gardens.

MANILA PUBLISHER LEAVES.

MR. L. H. THIBAUT DEPARTS FOR UNITED STATES.

Manila, July 2.—Mr. L. H. Thibault, veteran American newspaperman of Manila, with his wife and two daughters sailed for Europe to-day aboard the steamer Derfflinger.

Mr. Thibault has been with the T.V.T. Publishing Corporation for five years. He has resigned his post as the business manager of the T.V.T. newspapers to devote all of his time to advertising agency work.

Prior to his association with the T.V.T. interests, which publish the *Tribune* in English and *La Vanguardia* in Spanish and *Talib* in Tagalog, Mr. Thibault was with the *Times* which some time ago was purchased from the field. Mr. Thibault's career in the Philippines covered a period of 25 years.

During his association with the T.V.T. papers the organization built up one of the most modern printing plants in the Far East. The *Tribune* every Sunday prints its own rotogravure in colours.

After a vacation in Europe, Mr. Thibault will expand his Philippines Agency Service, Inc., establishing branches in New York and either Paris or London. The agency will contact Manila newspapers with national and international advertisers.

GERMAN FINANCIAL CRISIS.

REICHBANK REQUIRES EXTENSION OF CREDITS.

[BRITISH WIRELESS SERVICE.]

Rugby, July 9. Doctor Luther, the President of the German Reichsbank, arrived at Croydon by aeroplane shortly before lunch to-day and had a two-hour conference with the German Ambassador before leaving again at three o'clock for Paris by train. He will then proceed to Basel for a meeting of the International Bank.

It is assumed that Dr. Luther's conversations were in connection with the prolongation and extension of credits for the Reichsbank. It is understood that Dr. Luther was accompanied on the train by an aide-de-camp, Mr. Montagu Norman, the Governor of the Bank of England, who is on his way to Basel, and that the financial and economic situation in Germany were discussed between them.

CAMPAIGN AGAINST BRUENING'S POLICY.

HUGENBERG AND HITLER JOIN HANDS.

[THROUGH REUTER'S AGENCY.]

Berlin, July 9. It is announced that the Nazi leader Hitler and the Nationalist leader Hugenberg have officially joined forces in a fight to the finish in the campaign against the Brüning Government's policy of fulfilment and reparations, "despite the evident collapse of the Nation and its economic life."

This decision practically means that Hugenberg's party, with 41 members in the Reichstag, will become the vanguard of Hitler's 107 Nazis.

TITANIC SURVIVORS' TESTIMONIAL.

PRESENTATION TO SIR ARTHUR ROSTRON.

[BRITISH WIRELESS SERVICE.]

Rugby, July 10. Sir Arthur Rostrom, formerly Commodore for the Cunard fleet, is one of the passengers aboard the Berengaria due tomorrow in New York where he will receive a testimonial from the survivors of the Titanic, which nineteen years ago, on her maiden voyage, crashed into an iceberg. Sir A. Rostrom's vessel, the Carpathia, dashed to the scene of the disaster.

CASUAL WARDS. "DE LUXE."

GOVERNMENT URGES MORE COMFORTS.

A further advance in the standard of comfort in English and Welsh casual wards is recommended in a report issued by the Ministry of Health to local authorities. Among the improvements advocated are—

Spring mattresses and overlays for all beds;

Shaving mirrors in the bath-rooms;

Showers, spray, and foot baths;

"Adequate basins" with hot and cold water in all wards; and

Central heating "maintained up to a sufficiently later hour."

The Ministry's investigators were concerned about the discomfort of new nightshirts of coarse, hessian sometimes issued to casuals.

"Such shirts, it is pointed out, 'require' to have their pristine stiffness removed by a good boiling before being issued." They should be sent to the laundry daily.

Inadequate messing arrangements are criticised, and the report adds, "Now that a midday meal, consisting of meat, vegetables, and potatoes, will shortly be provided, the provision of plates, knives, and forks becomes a necessity."

The report attempts to dispose in advance of the suggestion that such improvements in the general standard of accommodation will lead to an increase in vagrancy.

After recording their impression that the small, ill-found, ill-administered country ward "proves most attractive" to habitual vagrants, the investigators advocate instead the establishment of "well-found wards situated at proper intervals on recognised routes."

"We have no fear," they add, "that the application of this principle, accompanied by an improvement in the general standard of accommodation and administration, will lead to an increase in vagrancy."

The genuine wayfarer will be provided for, while less encouragement will be given to the habitual vagrant to pursue an aimless career at the expense of the community."

INDIAN POLICY CRITICISED.

GREATER SECURITIES FOR MINORITIES NEEDED.

[BRITISH WIRELESS SERVICE.]

Rugby, July 9. In the House of Commons, at the request of Conservative, a discussion took place on Indian affairs with particular reference to the Cawnpore riots, Burma rebellion, and the economic boycott.

Lord Irwin, the late Viceroy, was present in the distinguished strangers' gallery.

Lord Winterston, referring to the disturbances in Chittagong, Cawnpore, and the scene of the outbreak in Burma, said that anxiety was increased by undue reticence on the part of the Secretary for India and his failure, which he blamed, to insist on a display and use of force which, had action been taken at the outset, would have saved many valuable lives.

Moral Disarmament of Parties Concerned.

No division took place in the debate on India in the House of Commons last night.

During the later speeches Sir Samuel Hoare, referring to the work of the Round Table Conference, urged that the complicated difficulties that had confronted them be faced, if possible, by the three parties together, although it might not, in future, be possible to maintain that co-operation.

Cleavage between Moslems and Hindus was not of the kind which could be bridged by a paper compromise, or by political expedients, but only by a moral disarmament of the parties directly concerned, and a moral disarmament could only be brought if there was at the back of it a feeling of greater security, particularly with the minorities concerned. He, therefore, emphasised that the Secretary of State should make it even clearer than he had done before that whatever might be the political arrangements of the future, proper safeguards of minorities were in no way going to be ignored. All would like to see this bitterness allayed. They had no wish to place any obstacle in the way of any further discussion, but he was afraid that, try as they would, with the best goodwill in the world, it would be found, when they came to renew the detailed discussion of these constitutional questions, communal bitterness would enter into every detail of the discussion and that though they might not wish it, it would block advance in every direction. He would, therefore, appeal to his Indian friends and put it to them, that unless they could in some measure allay the bitterness, that had become so great in recent months, it would be extraordinarily difficult to make any advance when their discussions were renewed in the autumn.

A Warm Welcome Assured.

Mr. Wedgwood Benn, Secretary for India, replying on the debate said there would be a warm welcome for Mr. Samuel Hoare's statement that the position of his party in reference to the Round Table Conference stood unimpaired. If it was necessary to re-emphasize that safeguards for minorities would be introduced into any constitutional reforms he was quite willing to do so.

The Government's Electoral Reform Bill threatens to emerge from the hands of the House of Lords severely tattered. Their Lordships to-night struck out a clause which abolishes the business premises qualification, with the exception of the City of London, and rejected a clause to abolish plural voting and remove restriction on the use of motor cars at Parliamentary elections.

2,100 GUINEAS FOR A RUG.

CARPET ALSO FETCHES BIG PRICE.

[BRITISH WIRELESS SERVICE.]

Rugby, July 9. At Christie's sale rooms to-day a 16th century Persian rug was sold for 2,100 guineas and a Persian carpet of the same period fetched 3,800 guineas.

MOTOR-BOAT SPEED RECORD.

KAYE DON REACHES SPEED OF 110 M.P.H.

[THROUGH REUTER'S AGENCY.]

Lake Garda, July 9. The British racing motorist, Kaye Don, piloting Miss England II, created a new world's speed-boat record to-day with 110.25 miles an hour, beating his own world's record of 103.40 on the Paraná River, Buenos Aires, on April 3.

Kaye Don's new world's speed-boat record was 110 miles per hour.

[THROUGH REUTER'S AGENCY.]

Higher Speeds Possible.

London, July 9. Kaye Don, interviewed by telephone at Garda from London, said that the establishment of this new record had been very easy. He had been experimenting with different sizes of propellers since the engine was remodelled and had now struck the best combination of gear ratio and size of propeller.

He did not mean to say that he had reached the speed limit for motor-boats. Miss England II was probably capable of even higher speeds and if the experiments were followed out he would not attempt to prophesy where the limit would be reached.

His speeds were 107.94 miles an hour for the outward mile, and 112.00 on the return mile, giving a mean speed of 110 miles.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.35 p.m., stated—

A moderate anti-cyclone is central to the north of Japan, pressure is low over China generally. The depression to the N.W. of Hanoi has deepened.

Local Forecast.—S.E. winds, moderate; fair to showery.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:

Manila, June 10, 11.15 a.m.—Typhoon in about 135deg. Long. E. and 5deg. Lat. N., moving W.

GIRL IN TRACK OF EXPRESS.

STORY OF AN ALLEGED ATTACK.

A girl who is alleged to have been attacked and left on the railway in the track of an express gave evidence at Lancaster.

Sydney Edward Horsfall (17), of Princes Crescent, Morecambe, was charged with attempting to murder her.

The girl, Phyllis Marion Parker (19), of Brierbank, Heat Bank, said she became acquainted with Horsfall at Christmas. Two months before he promised to marry her, and bought a ring.

She said that after a visit to the pictures he suggested that they should commit suicide, but she refused. He said "If I marry you it would break my mother's heart."

They were walking on the railway on Sunday night, May 17 (he continued), when the signal dropped, and she said "We had better get on the other line. We will get run over." Horsfall said "It's all right, honey. Pain's nothing."

Heard the Engine Coming.

"I thought he was looking at the signal," she said, "so I turned to look at the one behind. I felt a terrific crack on the back of my head and my teeth banged together, and my head whirled round. I felt two or three more blows as I stood there. Then I fell on the line. I called out 'Oh Syd'."

"As I was on the rails," she continued, "I heard the express train whistle as it came through the station. I don't know whether I rolled or crawled on to the other track, but the draught from the engine disturbed my clothes."

Horsfall was committed to Manchester Assizes.

NON-STOP FLIGHT ABANDONED.

'PLANE FORCED TO DESCEND AT SOLOMON.

[THROUGH REUTER'S AGENCY.]

Solomon, Alaska, July 9. A mishap in an attempt to refuel in mid air compelled Robbins and Jones to descend, and thus frustrated their effort to make a direct flight to Tokyo.

Another Attempt by Jones and Robbins.

Nom, July 10. Jones and Robbins announce that they plan to reattempt a non-stop flight from Seattle to Tokyo. They intend to fit a larger engine to their plane for the attempt.

ROCKEFELLER'S GRANDSON WEDS SECRETLY.

BRIDE 23 YEARS HIS SENIOR.

New York.—Three of America's most famous dynasties of millionaires are involved in the secret wedding of Mrs. Anne Stillman, of New York, to Fowler McCormick, of Chicago, grandson of Mr. John D. Rockefeller.

The marriage took place immediately after Mrs. Stillman had obtained a divorce from Mr. James Stillman, former president of the National City Bank.

One Supreme Court judge quietly granted a divorce at Poughkeepsie while another married the couple "somewhere" in fashionable Westchester County, near New York.

Her Son's Friend.

Mrs. McCormick is 33 and her 30-year-old bridegroom is an intimate friend of her eldest son. He was at one time regarded as a suitor for his daughter, Anne.

McCormick's grandfather, Cyrus, was head of the International Harvester Company, and his mother was Edith Rockefeller.

James Stillman's differences with his wife—a woman of vivid personality and unconventional mind—filled pages of the American papers a decade ago.

The banker, who was head of a wealthy New York family, accused his wife of a love affair with a half-breed Indian guide, Fred Beauvais.

Psycho-Analysed.

The Stillman case was dragged through the courts for years and was finally abandoned when the banker and his wife announced, after a European visit, that they had been reconciled through being psycho-analysed.

The divorce was granted to Mrs. Stillman on the grounds of her husband's conduct in Havana last year.

DORMAN LONG & CO. NEW CHAIRMAN ELECTED.

[BRITISH WIRELESS SERVICE.]

Rugby, July 9. At a meeting of the Directors of Dorman, Long and Company, the famous engineering firm which has fulfilled large contracts in many parts of the world, Mr. Charles Mitchell was elected Chairman in succession to the late Sir Hugh Bell.

J. P. COATS & CO. TO CUT WAGES.

REDUCTION OF 10 PER CENT.

[THROUGH REUTER'S AGENCY.]

London, July 9. Messrs. J. and P. Coats have decided to cut the wages of all workers by 10 per cent. next August but full time is likely to be resumed in all departments, instead of in some of the departments as at present.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, July 9.

Paris 324.125

New York 4.80 21/22

Brussels 34.08

Amsterdam 12.06 1/2

Milan 22.05

Berlin 20.50

Stockholm 18.14

Copenhagen 18.16

Rio 3.21 3/2

Prague 164

Helsinki 103 1/2

Madrid 51.15

Lisbon 100 1/2

Athens 37 1/2

Bucharest 81 1/2

Buenos Aires 35 9/10

Montevideo 28

Bombay 15 1/2

Shanghai 17 1/2

Hong Kong 2 1/2

Yokohama 2 1/2

Silver, spot & forward 24.73

Vienna 25.08

Geneva 25.08

NO ATTACK ON CHINESE CONSULATE.

REPORT OF DESTRUCTION DENIED.

[THROUGH REUTER'S AGENCY.]

Tokyo, July 10. Nothing is known officially or unofficially of the destruction of the Chinese Consulate in Seoul. On the contrary, the latest despatches indicate that the situation is quietening, and, therefore, the report is disbelieved.

Situation Now Under Control.

NANKING, July 10. Dr. C. T. Wang announced this morning that the situation in Korea was now under control according to official reports and no more serious rioting was occurring.

The Minister stated that the Japanese Government had expressed profound regret for the anti-Chinese riots and assured the Nanking Government that every effort would be made to prevent further disturbances.

The Nanking Government is instructing the Chinese Ambassador in Tokyo to proceed to Korea and investigate the conditions and report personally to Nanking.

Dr. Wang stated that the Wampoos incident being of a local character, would be settled by the Kirin Provincial Government.

Seoul, July 10. There is no truth in the reported destruction of the Chinese Consulate here.

Total of 91 Deaths.

Tokyo, July 10. A total of 91 Chinese are dead and 102 seriously injured as the result of the rioting in Korea.

According to the Overseas Minister the situation has quietened throughout the Peninsula and all troops have been withdrawn.

Meanwhile the Foreign Office has decided to despatch two Consular officials to investigate into the reports of the Chinese oppression of Korean farmers, with a view to formulating means to insure Chinese-Korean harmony.

The rumour that the Chinese Consulate at Seoul had been destroyed is believed to have originated by the collapse of a wall near the Consulate, which was due to heavy rain.

A Chinese Version!

(Wah Tin Yat Pao.)

PEIKING, July 10. In confirmation of a previous Press despatch, Mr. Chang Wei Ching, Chinese Consul-General in Korea, wired to General Chang Hsueh Liang to the effect that a Korean mob of about 2,000 stormed the Chinese Consulate-General at Seoul on Wednesday night, and, due to lack of sufficient police guards to protect the premises, they succeeded in forcing their way in.

PRINCE'S CALL FOR TEAM SPIRIT.

"WE MUST ALL PULL OUR WEIGHT."

The Prince of Wales appealed for more "team spirit" at the Crystal Palace when he took part in two ceremonies.

He unveiled the R.N.V.R. commemorative trophy and afterwards presided at a T.O.C. festival, at which he lighted the lamps of branches formed during the past year.

Addressing the members of T.O.C. H. the Prince said:

"Everyone knows that the times are difficult and everyone hopes that something can be done."

Action Needed.

"The big main issue is to get people to realise that they must do it something. There is an eastern proverb that runs like this: 'If every man would sweep his own doorstep the city would soon be clean.'"

We must all pull our weight. It is no good sitting with folded hands waiting for things to get better. Nothing short of a team spirit can meet our present problems with success."

About 450 T.O.C. units were represented in the procession of lamps, rushlights and banners.

The main feature of the R.N.V.R. Trophy, which the Prince unveiled, is a battleship's bell similar to one on which the "bells" were struck at the Crystal Palace when the Palace was H.M.S. Victory VI. for war-time training.

The Prince was handed a Service deep-knife with which to cut the halves of the coverings of the trophy, and told Sir Richard Williams-Parkes, the president of the Commemorative Committee, that he intended to keep the knife.

Sir Richard, however, demanded a coin to avert ill-luck, and the Prince laughingly handed him a shilling.

COUNTY CRICKET RESULTS.

SUSSEX BEAT DERBYSHIRE BY AN INNINGS.

[THROUGH REUTER'S AGENCY.]

London, July 9. At Brighton to-day Sussex defeated Derbyshire by an innings and 14 runs, Wansley captured 12 wickets in the match for 93 runs.

Sussex beat Derbyshire by an innings and 14 runs at Brighton.

Scores:—

Derby 1st innings 96

(Tate 4 for 41)

Sussex 1st inning 203

Derby 2nd innings 153

(Wansley 6 for 48)

DAVIS CUP TENNIS.

AUSTIN AND PERRY BOTH WIN.

[THROUGH REUTER'S AGENCY.]

Prague, July 9. In the final round of the European Zone of the Davis Cup to-day Great Britain led Czechoslovakia by two matches to nil at the close of play.

Scores:—

H. W. Austin (Britain) beat Roderick Menzel (Czechoslovakia) 3-6, 6-2, 6-3, 6-3.

F. J. Perry (Britain) beat Hest (Czechoslovakia) 6-1, 8-0, 6-3.

PLANE CRASH AT PAGEANT.

DELAY IN EXTRICATING PILOT DENIED.

At the Cambridge inquest on Mr. Kenneth George Murray, 22, of Edinburgh, who was killed while flying at an air pageant at Cambridge, it was denied that there was any delay in extricating Mr. Murray from the wreckage of his machine or in giving medical attention; and it was also stated that an official doctor was on the ground.

The coroner said Mr. Murray was giving an exhibition of aerobatics to a machine that had been lent to him, when

Sports News

Baseball Notes.

SOUTH CHINA AND JUNGLE LEAGUES.

WEEK-END GAMES.

[By "STRIKE OUT"]

Last week's games were not so hot from a baseball standpoint although the U.S.S. Helena and the Japanese had quite a turn-out for their game in which the Japs won by a single run. If the sailors get down to business, I believe they will be the strongest contenders for the pennant. It's a little too early and the teams are not in very good shape as yet, and therefore it is pretty hard to predict who will come out on top.

Not much attention need be given to the South China league as most of the good players are already signed up in the Hong Kong Baseball League. The South China League seems to be a pretty bushy bunch and the games are hardly worth the time to watch. Some of the teams have sure put some dandy names on their clubs. Take for instance, Matsui Chang's "Bees" which sound like an organization from the Girl Guides. Their playing is about as good as their name.

Hong Kong League:—The games this week-end are as follows: Hong Kong Baseball Club vs. South China Athletic; Japanese vs. Chinese Athletic; Jungle League: Chin Ki's "Bees" vs. K. K. Leung's "Tigers."

I predict a win for the Hong Kong Baseball Club and the Japanese ought to beat their opponents. Of course it all depends on the breaks of the game and the side that can take advantage of the breaks has a much better chance. If the pitching does not improve a lot, either side may take the game, but from what I hear, the pitchers have been put through their paces and the ball tossers promise to show signs of improvement.

All of the teams have been putting in some hard work on the practice grounds and the results should give us some good ball. The Hong Kong Club seems to be out for the flag this year and are putting in the most time of any, but, as I said before, they have to watch out for the Yankee Gobs.

Standings of the Teams

	P.	W.	L.	Pct.
Japanese	2	2	0	1.000
Hong Kong	1	1	0	1.000
South China	1	0	1	.000
U.S.S. Helena	1	0	1	.000
Chinese Athletic	1	0	1	.000

WATER POLO.

FAST GAMES AT THE V.R.C.

In the first division of the Water Polo League, Kowloon took the game from the South Wales Borderers by five points to nil. Kowloon had the game from the first and scored twice in the first half. The Borderers put up a game fight but were not equal to the task.

In the second division, the 12th Heavy Battery beat the University team with a score of five to nil. The game was a fast one and the University played a good game but the soldiers were better goal shooters. They had a heavier team and were easily able to overwhelm their opponents.

In the third game of the evening, also in the second division, the 20th Heavy Battery played the South Wales Borderers. The score was a little closer as the Battery won with a score of three to one. The game was a fast one and rather rough, but interesting.

Election of Officers.

The following officers were elected for the ensuing season: President—Mr. R. M. Dyer. Vice Presidents—The Hon. Dr. R. H. Kotowall and Mr. P. J. Weddhouse. Chairman of Council—Mr. J. Ormiston. Hon. Secretary—Mr. W. E. Holland. Asst. Hon. Secretary—Mr. C. S. Clemo.

Members of Council—Messrs. H. M. McTavish, G. T. May, R. K. Duncan, H. K. Lee, T. G. Stokes, A. Goldstein, J. W. Baldwin, Wong Ka Tsun, and P. C. Clemo.

SUNDAY SOCCER.

TWO GAMES AT THE STADIUM.

ROYAL NAVY v. CANTON NAVY TO-DAY.

In connexion with a tour of Java which is being undertaken by the Chinese Athletic Association in the near future, two soccer matches are to be played at the North Point Stadium to-morrow.

At 4.15 p.m., a Java Tour team, composed as follows: Chan, Sek-pui; Ng Kam-chuen, Lee Ling; Chan Pok, Mak Kwok-tung; Wong Pin, Chan Kwong-ai, Li Yi-sun, Lai Kwok-chiu, Li Hung-ching and Suen Tse-king, will meet a Combined Army team, selected as follows: Osborne (R.A.O.C.), Gray (Argylls), Naughton (Argylls), Hastie (Argylls), Grant (Argylls), Fretwell (R.E.); A. N. Other, Dolan (R.A.O.C.), Lamont (Argylls), McQuade (Argylls) and Campbell (Argylls). Moran, Cotton, Davidson and McDonald are reserves. Referee, Sgt. Parker.

At 5.30 p.m. another and stronger Java Tour team will meet another and stronger Army team, as follows:

C.A.A.—H. H. Chow; Fung Man-yau, Leung Yuk-tong; Ho Cho-yin, Wong Sui-wa, Lam, Yuk-ying; B. Gosano, A. Gosano, Chan Kar-chew, Suen Kam-shun and Chan Chun-wo.

Army:—Hunter (Argylls), Blackburn (Argylls), Henderson (Argylls), Grosvenor (R.E.), Jackson (R.A.O.C.), Yeoman (Argylls), Hughes (Argylls), McTavish (Argylls), Gillett (R. Sigs), Grimwood (R.A.M.C.) and Ianson (R.A.M.C.). Referee, Sergeant Caswell.

A match is to be played to-day at the Stadium between the Royal Navy (Hong Kong) and the Canton Navy. The kick-off is at 5 p.m.

H.K.F.A. ANNUAL MEETING.

ANOTHER SUCCESSFUL SEASON.

OFFICERS ELECTED.

The annual general meeting of the Hong Kong Football Association was held yesterday in the board-room of Messrs. Jardine, Matheson and Co., Ltd., under the chairmanship of Mr. R. M. Dyer (President), supported by the Hon. Dr. R. H. Kotowall and Mr. P. J. Weddhouse, C.I.E., (Vice Presidents), and members of the council including Messrs. J. Ormiston, R. K. Duncan, H. M. McTavish, R. Hall, T. G. Stokes, G. T. May, Comdr. E. G. Morris, R.N., Capt. E. B. Denkin, and Mr. W. E. Holland (Hon. Secretary). There were also present sixteen representatives from the various clubs.

After referring to the report and balance sheet for the year ended May 31, 1931, the Chairman commented on the successful season and the satisfactory position of the finances of the Association. The accounts as presented were passed on the proposal of the Chairman, seconded by Mr. Baldwin.

Proposed alterations to the rules for the season 1931/32, which were embodied in a printed list circulated to members, were considered and passed.

Governor as Patron. In announcing that a letter had been received intimating that H.E. the Governor would be pleased to become the patron of the Association, the Chairman commented on the great honour which had been conferred on the Association.

Mr. J. Ormiston, on his election as Chairman of Council for another term, thanked the members for their hearty support during the season, and assured the meeting of his continued interest in the welfare of the Association. He also thanked Mr. Duncan for his valuable assistance as Chairman of the Emergency Committee and for his helpful criticism at the meetings.

A vote of thanks was proposed by the Chairman to Messrs. Jardine, Matheson and Co., Ltd., for the loan of the board-room for the meeting. In rendering this proposal, a vote of thanks was also passed to Mr. Dyer for his services as President of the Association and for taking the chair at the meeting.

(Continued on previous column.)

LEAGUE TENNIS.

CHINESE AND INDIANS TO MEET TO-MORROW.

The league tennis matches between I.R.C.H.K.C.C. ("A" Division) and C.S.C.C.K.I.T.C. ("C" Division) which were arranged for yesterday were postponed.

There were, however, two "B" division matches decided on Thursday one of which resulted in a surprising win for Craigengower over Kowloon Cricket Club. The scores of this match were:—

W. J. Howard and Y. Hachima (C.C.C.) lost to P. M. Pinquet and R. B. Hamby 3-6
beat F. Zimmermann and Y. Segalen 6-2
beat W. Brown and F. E. Skinner 6-1

G. Lis and A. Kitchell (C.C.C.)

beat P. M. Pinquet and R. B. Hamby 6-0

beat F. Zimmermann and Y. Segalen 6-2

beat W. Brown and F. E. Skinner 6-2

E. Zimmermann and F. Zimmermann (C.C.C.)

beat P. M. Pinquet and R. B. Hamby 6-4

beat F. Zimmermann and Y. Segalen 6-4

beat W. Brown and F. E. Skinner 6-2

RECREIO v. CIVIL SERVICE.

Playing at home Recreio won their league fixture with Civil Service Cricket Club by seven sets to two.

The scores were:—

A. Gosano and C. Barretto (Recreio)

beat D. J. Valentine and J. R. Pengelly 6-3

beat W. H. Freeman and G. W. A. Tufton 6-0

beat F. W. Bradley and J. A. Bendall 6-2

E. de Souza and F. J. Remedios (Recreio)

beat D. J. Valentine and J. R. Pengelly 6-4

beat V. H. Freeman and G. W. A. Tufton 6-0

lost to F. W. Bradley and J. A. Bendall 4-6

J. Barros and V. Yvanovich (Recreio)

lost to D. J. Valentine and J. R. Pengelly 3-6

beat V. H. Freeman and G. W. A. Tufton 6-0

beat F. W. Bradley and J. A. Bendall 6-1

To-morrow's Match.

To-morrow (Sunday) the Indian Recreation Club will play off their postponed fixture with Chinese Recreation Club in the "B" division. The latter start favourites and should win, but the Indians are an uncertain lot and may cause a surprise. Much interest will be centred on the game and a large attendance is expected.

FANLING GOLF.

STARTING TIME FOR TOMORROW.

9.24 a.m. A. D. Humphreys and O. Eager.

9.28 " A. Leach and W. C. Shields.

9.42 " A. C. I. Bowker and W. N. Buyers.

9.36 " D. Lupton and C. Mycock.

9.40 " E. R. Sandstrom and W. C. Haley.

CHINESE CHAMBER OF COMMERCE.

MR. WONG KWONG TIN ELECTED CHAIRMAN.

Yesterday afternoon at the Chinese Chamber of Commerce, the election took place of the Chairman, Vice-Chairman, Treasurer and Vice-Treasurer, and of the executive committee.

There was a record attendance of members of the General Committee, more than 150 members of that body being present.

Mr. Wong Kwong Tin, Chinese member of the Sanitary Board, and proprietor of Hoi's Wharf, was elected Chairman and Mr. Ho Loung, the Comptroller of Messrs. Jardine, Matheson and Company, was elected Vice-Chairman.

WOMEN DISCUSS NATIONALITY.

FIRST CONFERENCE HELD BY LEAGUE.

Geneva, July 2.—A League of Nations commission, composed exclusively of women, convened here to-day for the first time in the history of the League.

While the League has always encouraged the inclusion of women on all delegations and commissions, this is the first time it has appealed to them alone for advisory help in the solution of an international problem.

The commission which convened to-day will formulate for the September assembly the opinion of the leading women's organizations of the world on what they consider as the best solution of the problem of nationality for women married to foreigners.

This question has become especially acute since the enactment of the American laws providing that a foreign woman who marries an American no longer automatically secures American nationality.

In the case of many countries, a woman marrying a foreigner loses her original nationality, usually on the assumption that she takes that of her husband. In the case of English women, for example, marriage to an American means that they become sort of international derelicts, women without a country, unless they go to United States and become naturalized under the regular federal laws.

Some Exceptions.

While in the past the general custom was that a woman marrying a foreigner took the nationality of the latter, there are, however, countries where the situation is just the reverse.

Italy and Holland, for example, insist that a man marrying an Italian or a Dutch woman should assume the wife's nationality. The idea back of this is to preserve the unity and national integrity of the family.

While, up till a few years ago, the general solution most favoured by women's organizations was that the wife should have the right either to retain her own nationality or assume that of her husband, as she might choose, even this view has changed now.

It is expected that the commission which convened to-day will instead insist that whatever solution is adopted for the problem it will be on a basis of absolute equality as regards sex, and that there shall be no discrimination against women.

It is hoped that the final decision as taken by the September assembly in the matter may eventually be made the basis for convoking an international conference, that will launch an international convention on the subject, thus making it a matter of codified international law.

The commission which convened to-day consists of two delegates from the following eight international women's organizations:—

The International Council of Women; the International Suffrage Alliance; the Women's International League for Peace and Freedom; the Inter-American Commission of Women; the Equal Rights International; the World Women's Union; the All Asian International Federation of University Women. Amongst the American women on the commission are Miss Madeleine Z. Doty of New York; Miss Doris Stevens of New York; Miss Alice Paul of Washington; Miss Margaret Whittemore of Santa Barbara, Cal.; and Mrs. C. Guthrie d'Arcis of Geneva, Switzerland.

THE DANGER OF INDIGESTION.

Few people realize that danger lurks behind that seemingly unimportant discomfort after eating. Nevertheless it is true, for nine times out of ten the trouble is caused by excess stomach acid which not only makes food ferment but also attacks the stomach lining and may cause ulceration. You can avoid such danger and promptly stop digestive distress by taking a little "Bisurated" Magnesia after eating or whenever pain is felt. This instantly neutralises all excess acid, averts fermentation and soothes and heals the inflamed stomach lining. Doctors all over the world recommend "Bisurated" Magnesia because it quickly stops indigestion and removes the insidious cause safely and surely. Ask your chemist for a package of "Bisurated" Magnesia (powder or tablets) and keep yourself free from stomach trouble.

Which are your interests?

Monday

SPORT.

Local Sport, Results of Week End Games.
Home Cricket Results.

Tuesday

MOTORING.

Local and World News of interest to Motorists.

Wednesday

AVIATION.

A page of interesting information about the latest developments in flying.

HOME RACING.

Home Racing Notes, contributed by an expert.

BOOK REVIEWS.

Reviews of carefully selected books and novels which will interest people of intelligence.

SPORT.

Lawn Bowls review by "Green."

Thursday

RADIO.

Wireless News, contributed by a local enthusiast.

SPORT.

Swimming Notes.
Home Cricket Results.

Friday

WOMAN'S PAGE.

Of value to all women who take an interest in matters of Dress, contributed by a local expert.

SPORT.

Tennis Topics by "Topflite."
Lawn Bowls week-end forecast by "Green."

Saturday

BUILDING & ENGINEERING.

News from Home, China and Hong Kong.

"Mr. PEPPYS IN HONG KONG"

THE FEATURES OF THE HONG KONG DAILY PRESS WHICH WE HAVE MENTIONED ABOVE, OBVIOUSLY ATTRACT CERTAIN KINDS OF PEOPLE—THE MORE INTELLIGENT, THE BETTER EDUCATED, AND THE MONIED CLASSES OF ALL NATIONALITIES IN THE COLONY; IN SHORT, IT IS READ BY PEOPLE WHO SPEND FREELY, AND WHO ARE IN A POSITION TO BUY HIGH-CLASS GOODS.

THE

HONG KONG DAILY PRESS.

CHURCH NOTICES.

ST. JOHN'S CATHEDRAL.

HONG KONG.

July 12, 1931, 6th Sunday after Trinity.—
Holy Communion at 8 a.m.
Holy Communion (Peak Church) at 8 a.m.
Children's Service at 10 a.m.
Matins and Sermon at 11 a.m.
Preacher:—Rev. H. V. Koop.
Evangelist at 6 p.m.
Preacher:—Rev. N. V. Halward.

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)

MACDONELL ROAD, BELOW BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, July 12, 1931, at 11.15 a.m.—

Subject:—SACRAMENT.
The Sunday School is held on Sunday Mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 p.m.
Reading Room at above address, open:—Tuesday and Friday, 10 a.m. to 12 Noon. Monday and Thursday, 5.30 to 7 p.m.
The Public is cordially invited to attend the services and visit the Reading Room.

WESLEYAN METHODIST CHURCH, WANCHAI.

(Opposite Royal Naval Hospital, Queen's Road, East).

SUNDAY, July 12, 1931.—

Morning Service at 10.15 a.m.
Evening Service at 6.00 p.m.

Preacher at both Services:—Rev. Donald B. Childs.

At the Sailors' and Soldiers' Home, 23, Hennessy Road:—

At 8.15 p.m.—Service Men's Hour.

Speakers:—Rev. Endland Showell, n.s.c., and Rev. Donald B. Childs.

A hearty welcome is extended to all.

CONQUEST OF MT. KAMET.

BRITISH CLIMBERS ARRIVE AT SUMMIT.

London, June 30.—Members of a small British Himalayan expedition led by the young British mountaineer, F. S. Smythe, have succeeded in reaching the summit of Mt. Kamet, 25,447 feet high. This is the highest altitude ever climbed.

Announcement of their success was made in a world copyright telegram from Mr. Smythe to the Times, which is publishing his exclusive messages.

Mr. Smythe was a member of last year's Dyhrenfurth expedition to Kanchenjunga, when the neighbouring Jongsong peak, 24,340 feet, was conquered.

Mt. Kamet stands in the United Provinces and is the second highest peak in the British Empire.

Mr. Smythe has five companions with him: Captain Birnie, Dr. Greene, Wing-Commander Beaumans and Messrs. Holdsworth and Shipton.

Nine previous attempts had been made on Kamet without success.

SEA WEDDING IN A FISHING BOAT.

MARRIED 3 MILES OFF SHORE.

Three miles out at sea off Bridlington a young couple were married in a fishing-boat.

With a strong breeze blowing, and spray continually dashing over them, they stood by the bulwarks of the fishing cobbie while a Danish minister from Hull read the wedding service in Danish.

The young couple were Norwegians, and they were married outside the three-mile limit owing to difficulties connected with a wedding on shore.

According to English law the parties have to reside in this country for 15 days, and the bridegroom's ship was due to leave Hull before that period had elapsed, so the young couple decided to be married three miles out from the English coast, in "international" territory.

The wedding party in the fishing-boat included the bride, Miss Mathilde Sandal, of Bergen, the bridegroom, Mr. Conrad Carlsson, a marine engineer, the Rev. E. E. Moller, Danish minister in Hull, and witnesses and friends.

On returning to shore a second wedding ceremony was held at the Scandinavian church in Hull.

PHARMACIES OF TO-DAY.

AND A MEMORY OF FORTY YEARS AGO.

About forty years ago, in a sleepy English town, a notice-board, over a dark little shop on Church Hill, announced, Rump, Chemist. And in small letters "Teeth extracted." To-day the little town throbs with life and thousands of people come by char-a-banc to look at some historic ruins. The little shop with its green and purple jars is gone, and in its place stands a double-fronted premises, under some such name as "Imperial Drugs and Preparations, Ltd.," where an immaculate young gentleman and an equally neat young woman are kept busy attending to the varied wants of their customers. The young man is still the "poor people's" doctor, but the extracting of teeth is left to Dr. Smith, L.D.S., who opens his office for the local cricket club on summer Saturday afternoons.

This little account, drawn from real life, suggests the vastly different aspect of the modern chemist's shop from that of a bare half-century ago, when the most up-to-date pharmacy boasted in place of the present day show windows, merely a few earbays filled with brightly coloured water, a specio jar or two, and maybe a bottle of leeches. The old fashioned shop had a dim religious light; the atmosphere was musty and the whole place had an attractive air of mystery, like a magician's cave, which was helped out by the rows of drawers lining the walls, and a uniform regiment of stopped bottles, each bearing a shining glass label with a peculiar Latin name, such as "Elixir and Yungum Vitam," "Sal Aeratus," etc.

The old order changeth, and the Chemist of to-day is not called upon only to mix a soothing potion for an overworked digestion or a powder for a baby cutting teeth, but he must have a thorough knowledge of the ever increasing discoveries of beneficent drugs, of the vaccines, serums and antiseptics used to combat disease, and then he must sell all manner of toilet and beauty preparations, dentifrices, hair lotions, and the thousands of patent medicines made by the people of all the countries of the world.

His shop also reflects this development of his profession, with its spacious windows, attractively displaying the large variety of goods, and inside in place of the once conventional drawers, are glass-fronted cases filled with a kaleidoscopic array of medicines and toilet preparations. There is light too, dispelling the mystery of to-day no longer has the easy credulity of the uninformed, and prefers light and airiness to the dimness of the old fashioned shop.

The new premises of the Colonial Dispensary in Gloucester Building, Poddar Street, embody all the most up to date ideas essential to the modern pharmacy. The windows allow goods offered for sale to be displayed to the best advantage, and the furniture of the shop is designed to show the contents, not to hide them from view.

On the mezzanine floor is a well-equipped dispensary, stocked with drugs and galenicals to meet all demands. Here also is the office necessary for the running of a business house of this kind.

HEALTH IN EASTERN PORTS.

Plague.

	Cases.	Deaths.
Alexandria	1	1
Port Said	—	—
Baghdad	1	1
Basra	1	1
Bombay	1	—

Cholera.

Bombay	1
Calcutta	72
Chittagong	4
Bangkok	1
Saigon	8

Small-pox.

Calcutta	11
Rangoon	2
Vizagapatam	2
Saigon	1
Canton	1
Shanghai	—
Greater Shanghai	2

Influenza.

Manila	33
Cebu	4
Belawan Deli	1
Shanghai	—

HONG KONG SHARE MARKET.

BENJAMIN & POTTS' WEEKLY REPORT.

Messrs. Benjamin & Potts' in their weekly share report, dated yesterday, state:—

The market has shown a slightly stronger tendency, and although there has not been a great amount of business, prices seem to have steadied and in some cases higher rates are to be recorded, especially in the less speculative stocks.

Banks.—Hong Kong and Shanghai Banks remained steady until the middle of the week when owing to the drop in Sterling Exchange the price rose to a buying quotation of \$2,045 after sales at \$2,000/2,035. The London price is a shade lower at £108.10 (Middle).

Marine and Fire Insurance.—Unions have likewise strengthened and were dealt in at \$550 and \$555. China Fires can be placed at \$975. Cantons at \$1,435 and Hong Kong Fires at \$1,400 are steady at quotations. Underwriters are enquired for at \$5.

Shipping.—No business has been reported in this section. Hong Kong, Canton and Macao Steamboats have buyers at \$23½ and Waterboats at \$28½. Other stocks are unchanged.

Docks, Wharves and Godowns.—Kowloon Wharves reacted further and were sold at \$163 but ended the week with buyers at \$164. China Providents have been the medium of a fair turnover at \$5½ and \$5.50 for the old, and \$2.65 for the new shares. Whampoa Docks have lapsed to a nominal quotation of \$29. Shanghai Docks have declared a dividend of Tls. 6, as compared with Tls. 7 of the previous year, the price is more or less nominal at Tls. 109.

Lands, Hotels and Buildings.—Business was recorded in Hong Kong and Shanghai Hotels at \$16.40 for the old shares, but the market eased off to \$16½ at the close. The price of Hong Kong Lands was brought down to \$80½ owing to a few forced sales, but there has since been a small recovery in the rate of \$92½ buyers Humphreys Estates (Old) are on offer at \$90½. Realty's changed hands at \$14.75. Shanghai Lands are wanted at Tls. 35½.

Public Utilities.—Hong Kong Electric further receded to \$80 but have since recovered to a buying quotation of \$81½ after sales at this rate. China Lights after having weakened to \$25½ are in request at \$25½. Hong Kong Trams relapsed to \$20½ but are again in good demand, and the market closed distinctly firmer with buyers at \$21½ and sales reported at this rate. Star Ferries are unchanged. Telephones (Partly Paid) are quiet, but steady at \$38. An interim dividend of 4 per cent. has been declared.

Miscellaneous.—Green Island Cement (Combd.) are a trifle easier and were negotiated at \$10½. Lane, Crawfords were taken off the market at \$9.15. Dairy Farms further weakened and were sold at \$30½. A strong demand for Hong Kong Ropes quickly raised the price to \$23½ and some sales took place at \$23. Watson's were realised again at \$16 and continue in request. Constructions were placed at \$9.30. Business was done in Hong Kong Government Loan at 9 per cent. premium.

Mining.—Benguet are enquired for at \$9½ ex the interim dividend of 20 centavos just paid. Yencue-la Goldfields are wanted at \$2½. Rauba have weakened, and buyers are offering in the region of \$35.

Cotton Mills.—The market in the North has improved. There are buyers of Enwos at Tls. 14.30 and Zong Sing at Tls. 11. Shanghai Cottons have appreciated to Tls. 90. Rubber.—The raw material is slightly lower at \$1.10 per lb. Latest cable quotations from the North are as follows:—

Anglo-Dutch	Tls. 4.25 Buyers.
Bata Anoms	.. 25
Chalors	.. 50
Consolidated	.. 1.30
Krocoroks	.. 50
Repahs	.. 40
Tanah Merah	.. 60
Yencue-la	.. 3.25

Exchange.—The T.T. rate on London is 1/4 and on Shanghai 79. Forward Settlement Days, July 28, August 25 and September 29, 1931.

WEEK-END RADIO PROGRAMMES.

BROADCAST BY Z.B.W. ON 355 METRES.

DANCE MUSIC TO-NIGHT.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail notices, etc.
2 p.m.—Close down.
4 to 7 p.m.—Chinese programme.
7 to 11.30 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. Moutrie & Co.
7 to 7.15 p.m.—Les Preludes—Symphonic Poem (Liszt).
London Symphony Orch.—D1617/D1617.
7.15 to 7.30 p.m.—

Organ Solos.

"Ave Maria" (Schubert)—Lawrence J. Munson.
"Memories of Schubert (Schubert, arr. Munson)—Lawrence J. Munson.—35923.
"Evening Song" (Baird)—Harry Goss-Custard.
"La Nuit" (Elert)—Harry Goss-Custard.—C1325.
8 p.m.—Local time and weather report.
7.30 to 8.15 p.m.—

Vocal Gems from Light Opera.

"Chocolate Soldier" (Strauss)—Light Opera Company.
"Lilac Domino" (Cuvillier)—Light Opera Company.—C1705.
"Veronique" (Messager)—Light Opera Company.
"The Arcadians" (Monckton)—Light Opera Company.—C1634.
"Lilac Time" (Schubert, arr. Chatsam)—Light Opera Company.—C1450.
"The Three Musketeers" (Grey-Frill-Wodehouse)—Light Opera Company.—C1630.
8.15 to 8.35 p.m.—

Pianoforte Solos.

"The Children's Corner Suite" (Debussy)—(a) "Doctor Gradus ad Parnassum," (b) "Jumbo's Lullaby," (c) "Serenade for the Doll," (d) "The Snow is Dancing," (e) "The Little Shepherd," (f) "Golliwog's Cake-Walk"—Alfred Cortot.—7147/7148.
(a) Prelude No. 8 ("The Maiden With Flaxen Hair"), (b) Prelude No. 3 ("The Wind on the Plain") (Debussy)—Alfred Cortot.—7148.
8.35 to 8.55 p.m.—

Orchestral and Band Selections.

"Maytime"—Medley Waltz (Young-Romberg)—Nat Shilkret and the Victor Orch.—36030.
"Love and Spring" (Waldteufel).—Nat Shilkret and the Victor Orch.
"National Game" (Souza)—Souza's Band.
"Forge in the Forest" (Michellis).—Souza's Band.—B3010.
"Blue Danube" (Strauss)—Arthur Pryor's Band.
"Southern Roses" (Strauss)—Arthur Pryor's Band.—35760.
8.55 to 9.30 p.m.—

A Concert.

Flute Solo—"The Carnival of Venice" (Briccialdi).—John Amadio.—8995.
Song—"By the Waters of Minnetonka" (Learrance).—Mavis Bennett (Soprano).
Song—"The Lass With the Delicate Air" (Arne).—Mavis Bennett (Soprano).—B2462.
Violin Solo—"Dance of the Maidens" (Friml-Kreisler).—Fritz Kreisler.
Violin Solo—"Blue Skies" (Berlin-Kreisler).—Fritz Kreisler.—1233.
Song—"Columbine's Garden" (Besly).—Walter Glynn (Tenor).
Song—"Thinkin' of Mary" (Bennett).—Walter Glynn (Tenor).—B3100.
Piano Solo—"Capriccio" (Scarlati).—Vladimir Horowitz.
Piano Solo—"Serenade for the Doll" (Debussy).—Vladimir Horowitz.—1359.
9.30 to 11.30 p.m.—

Dance Programme.

Fox Trot—"Egyptian Ella."—23644.
Fox Trot—"Jig Time."—23644.
Fox Trot—"When You Were the Blossom of Buttercup Lane."—23644.
Fox Trot—"I Keep Remembering."—23644.
Fox Trot—"Oh How I Miss You."—23644.

Fox Trot—"If You Should Ever Need Me."—23644.

Fox Trot—"I've Found What I Wanted in You."—23644.

Fox Trot—"Were You Sincere."—23644.

Waltz—"Chiquita."—23644.

Waltz—"Twelve O'clock Waltz."—23644.

Fox Trot—"Rumming Between the Raindrops."—23644.

Fox Trot—"When I Take My Sugar to Tea."—23644.

Fox Trot—"My Favourite Band."—23644.

Fox Trot—"Star Dust."—23644.

Fox Trot—"The Voodoo."—23644.

Fox Trot—"African Lamour."—23644.

Waltz—"Blue Hawaii."—23644.

Waltz—"Sparkling Waters of Waikiki."—23644.

Fox Trot—"I Surrender, Dear."—23644.

Fox Trot—"Thrill Me."—23644.

Waltz—"Broken-Hearted."—23644.

Fox Trot—"I Had to Love You."—23644.

Fox Trot—"Good-Night Sweet Dreams."—23644.

Fox Trot—"Teardrops and Kisses."—23644.

Fox Trot—"Sny a Little Prayer for Me."—23644.

Waltz—"Mine Yesterday—His To-day."—23644.

Fox Trot—"You Didn't Have to Tell Me."—23644.

Fox Trot—"With All My Heart."—23644.

Waltz—"Cecile."—23644.

Waltz—"Destiny."—23644.

Fox Trot—"Sam and Delilah."—23644.

Fox Trot—"Bidin' My Time."—23644.

Fox Trot—"Yours is My Heart Alone."—23644.

Fox Trot—"Out of Nowhere."—23644.

Waltz—"Neapolitan Nights."—23644.

Waltz—"The Lovers."—V-6.

10.30 p.m. (approx.)—Rugby mid-day Press news.

11.30 p.m.—Close down.

SUNDAY.

10 to 11 a.m.—St. Joseph's Church Service—Sermon—"Duties to God" by Rev. Father Saul, S.J.

11 a.m. to 2 p.m.—Chinese recorded programme.

1 p.m.—Local time and weather report.

2 p.m.—Close down.

3 to 10 p.m.—European programme of Columbia records supplied by Messrs. Anderson Music Co.

8 p.m.—Local time and weather report.

8.03 to 8.30 p.m.—

Orchestral.

"The Clock and the Dresden Figures" (Ketelbey).—A. W. Ketelbey's Concert Orch.—DX37.

"Wedgewood Blue" (Ketelbey).—A. W. Ketelbey's Concert Orch.—DX37.

"Masaniello"—Overture (Auber).—Milan Symphony Orch.—DX167.

"Il Seraglio"—Overture (Mozart arr. Busoni).—Zurich Tonhall Orch.—8992.

8.30 to 8.45 p.m.—

Octettes.

"Anno Domini" (Willoughby).—J. H. Squire Celeste Octette.—DX76.

"Album Leaf" (Wagner, arr. Willoughby).

"Traume" (Dreame) (Wagner, arr. Willoughby).—J. H. Squire Celeste Octette.—DX20.

8.45 to 9.30 p.m.—

A Concert.

Organ Solo—"Toccata in F" (Widor).

Organ Solo—"The Ride of the Valkyries" (Wagner).—Quantin M. Maclean.—DX93.

Song—"There is No Death" (Johnstone and O'Hara).

Song—"My Country" (Johnstone and O'Hara).—Dame Clara Butt (Contralto).—PB2.

Pianoforte Solo—"La Campanella" (Liszt).—Mischa Levitski.—M2039.

Song—"Simon the Cellarer" (Bellamy and Hutton).

Song—"Roll on Thou Deep and Dark Blue Ocean" (Oale and Petrie).—Norman Allin (Bass).—8907.

Violin Solo—"Phantom Melody" (Ketelbey).

Violin Solo—"Algerian Scene" (Ketelbey).—Albert Sandler.—9933.

Sacred Song—"There is a Green Hill Far Away" (Alexander and Gounod).

Song—"Angel's Serenade" (Marcelle and Braga).—Master John Bonnar (Boy Soprano).—8832.

9.38 to 10 p.m.—

Operatic.

"The Meistersingers"—Selections (Wagner).—The Reg. Band of H.M. Grenadier Guards.—9424.

Oratorio—"The Messiah" (Verdi).—Harold Williams and Francis Russell.—8937.

"Frederica"—Selections (Lohar).—London Theatre Orch.—DX139.

10 p.m.—Close down.

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THE RIGHT TO CANE.

HEADMASTER WINS AN APPEAL.

Mr. Ernest Bernard Barnes, Headmaster of St. Andrew's School, Sidney-road, Enfield, successfully appealed at Middlesex Sessions against a magisterial order to pay £1 7s 6d costs in connection with a charge of alleged assault on a schoolboy, Patrick Howard, who was stated to be nearly 12 years of age.

Mr. J. D. Cassels, K.C., represented Mr. Barnes, and Mr. Frederick Levy appeared for the boy's mother, Mrs. Olive Louisa Howard.

It was stated that Mr. Barnes first made the boy lean over a form and struck him once with a cane. The boy said: "You are a big coward to have two men on to one boy." The boy was thereupon given six or eight more strokes.

The appeal was allowed without costs.

The Chairman, Sir Montagu Sharp, K.C., said that the Bench thought it only right to say that they considered that there was no imputation on Mr. Barnes's character.

"Surely," added the Chairman, "it should not be said in this country that it is only the people of the upper class who get punished. That would be very unfair."

SCOTLAND'S POPULATION.

HIGHER BIRTH RATE AND LOWER MORTALITY.

During the year 1930, according to the annual report of the Department of Health for Scotland, the births registered in Scotland were 94,638, representing a rate of 10.55 per 1,000 of population. This is slightly higher than the rate (10.02) for 1929, which was the lowest recorded birth-rate in Scotland.

The total number of deaths registered was 64,239, representing a rate of 13.2, which is 1.3 less than the rate for 1929. The deaths of infants under one year of age numbered 7,851, giving a rate (83.0 per 1,000 births) which is lower than any recorded, with the exception of that for 1923 (78.0).

Maternal mortality still shows no tendency to improve. There were 601 deaths, representing a mortality rate of 7.0 per 1,000 births, compared with 6.9 for 1929.

The death-rate from the principal infectious diseases, as per 100,000 of population, was 6 points higher than the rate for 1929. The tuberculosis death-rate continues to fall. It again reached a record low figure—88 per 100,000, compared with 94 in 1929 and 124 in 1920.

SHIPPING MOVEMENTS.

The B.I. and Apecar Line s.s. Tilawa left Singapore for this port on the afternoon of the 9th inst., and is due here on the afternoon of the 14th.

The B.I. s.s. Takada will leave for Singapore, Port Swettenham, Penang and Calcutta to-morrow (Sunday) at 2 p.m.

The R.M.S. Empress of Canada arrived at Vancouver on July 9th at 7 a.m., leaves that port on the 18th, is due at Hong Kong on August 7th and leaves for Manila the same day.

EXPECTED ARRIVALS AND MOVEMENTS.

Agapenor due from Europe Aug. 3.
Aliporo due from Europe July 21.
Antenor due from North China port Aug. 5.
Antiochus due from North China ports July 20.
Asama Maru due from Japan July 18.
Autolyus due from Europe July 13.
Burgeland due from Europe Aug. 10.
Carnarvonshire due from Europe Aug. 14.
Changite due from Australia Aug. 11.
City of Halifax due from Europe July 30.
Coblog due from Europe July 20.
D'Artagnan due from Japan July 21.
Diomed due from North China ports July 21.
Emp. of Asia due from Vancouver July 23.
Emp. of Canada due from Vancouver Aug. 7.
Emp. of Japan due from Manila July 15.
Eumaeus due from Europe Aug. 8.
Fushimi Maru due from Europe July 11.
Glenamoy due from Europe Aug. 3.
Glenapp due from Japan July 27.
Glenarry due from Europe July 17.
Hakone Maru due from Shanghai July 10.
Hector due from Europe July 24.
Hikawa Maru due from Japan July 10.
Karmala due from Europe July 30.
Kitano Maru due from Manila July 10.
Kulmerland due from Europe July 10.
Laomedon due from New York Aug. 12.
Leverkuseu due from Japan July 18.
Menelaus due from Europe July 20.
Oder due from Japan July 17.
Oldenburg due from Europe Aug. 4.
Oregon Star due from Europe Aug. 14.
Perim due from Japan July 25.
Persus due from Europe Aug. 10.
Philoctetes due from North China ports Aug. 18.
Pres. Cleveland due from Manila July 11.
Pres. Garfield due from Shanghai July 11.
Pres. McKinley due from Shanghai July 13.
Pres. Taft due from Shanghai July 17.
Protailaus due from Vancouver Aug. 13.
Rajputana due from Europe July 10.
Rawalpindi due from Japan July 18.
Saale due from Europe Aug. 7.
Sarnland due from Japan Aug. 1.
Santia due from Calcutta July 20.
Taiping arrived from Manila July 10.
Takada arrived from Amoy July 10.
Tilawa due from Straits July 15.
Tijebot due from Amoy July 12.
Tyndareus due from Vancouver July 15.
Van Heutz due from Amoy July 15.

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

D'Artagnan, M.M., July 21.
Andre Lebon, M.M., Aug. 4.
Angers, M.M., Aug. 13.

ALGERIA.

Pres. Garfield, Dollar, July 12.
Pres. Polk, Dollar, July 20.
Pres. Adams, Dollar, Aug. 9.

AMSTERDAM.

Haining, Douglas, July 14.
Taliyan, B. & S., July 10.
Halyang, Douglas, July 17.

Tikarung, J.C.J.L., July 17.
Kutsang, Jardine's, July 18.
Antung, B. & S., July 23.

Tjikembang, J.C.J.L., July 23.
Tainan, B. & S., July 23.
Hosang, Jardine's, July 28.

Santia, B.I., July 31.
Yuensang, Jardine's, Aug. 5.
Taima, B.I., Aug. 14.

Antwerp.
Hakone Maru, N.Y.K., July 11.
Africa, Manners, July 21.

Perim, P. & O., July 25.
Yasukuni Maru, N.Y.K., July 27.
Khyber, P. & O., Aug. 1.

Somal, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Austrian Ports.

Taipung, B. & S., July 17.
Kama Maru, N.Y.K., July 25.
Nellore, E. & A., Aug. 1.

Chungate, B. & S., Aug. 18.
Rattio Ports.
Africa, Manners, July 21.

Baltimore.
Foyebank, Bank, July 14.
Laganbank, Bank, Aug. 6.

Saangko.
Kalgan, B. & S., July 12.
Kiangsu, B. & S., July 19.

Barcelona.
Saarbruecken, Melchers, July 25.
Kulmerland, Jebson, Aug. 15.

Selawandell.
Van Heutz, J.C.J.L., July 10.
Bombay.

Pilsna, Dodwell's, July 12.
Tango Maru, N.Y.K., July 12.
Rawalpindi, P. & O., July 18.

Tokushima Maru, N.Y.K., July 28.
Yenama, Dodwell's, Aug. 2.
Kiddopore, P. & O., Aug. 5.

Tevere, Dodwell's, Aug. 9.
Rajputana, P. & O., Aug. 15.
Boston.

Pres. Garfield, Dollar, July 12.
Tatsuno Maru, N.Y.K., July 13.
Foyebank, Bank, July 14.

Tai Ping, Dodwell's, July 18.
Pres. Polk, Dollar, July 20.
Japanese Prince, Furness, Aug. 3.

Laganbank, Bank, Aug. 6.
Pres. Adams, Dollar, Aug. 9.
Japanese Prince, Furness, Aug. 11.

Bremen.
Oder, Melchers, July 17.
Saarbruecken, Melchers, July 25.

Isar, Melchers, Aug. 9.
Frankfurt, Melchers, Aug. 18.
Ghindisi.

Pilsna, Dodwell's, July 12.
Venezia, Dodwell's, Aug. 2.
Tevere, Dodwell's, Aug. 9.

Calcutta.
Takada, B.I., July 12.
Mucran Maru, N.Y.K., July 15.

Suisang, Jardine's, July 23.
Sirdhana, B.I., July 27.
Malacca Maru, N.Y.K., July 20.

Tilawa, B.I., Aug. 7.
Kutsang, Jardine's, Aug. 8.
Hosang, Jardine's, Aug. 18.

Casablanca.
Diomed, B.F., July 21.
Philoctetes, B.F., Aug. 18.

Chefoo.
Chipshing, Jardine's, July 14.
Huichow, B. & S., July 21.

Chongshing, Jardine's, July 20.
Kueichow, B. & S., Aug. 4.
Colombo.

Hakone Maru, N.Y.K., July 11.
Pilsna, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.

Tango Maru, N.Y.K., July 12.
Rawalpindi, P. & O., July 18.
Perim, P. & O., July 25.

Pres. Polk, Dollar, July 20.
Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.

Tokushima Maru, N.Y.K., July 28.
Venezia, Dodwell's, Aug. 2.
Andre Lebon, M.M., Aug. 4.

Antenor, B.F., Aug. 5.
Kiddopore, P. & O., Aug. 5.
Suwa Maru, N.Y.K., Aug. 8.

Pres. Adams, Dollar, Aug. 9.
Tevere, Dodwell's, Aug. 9.
Angers, M.M., Aug. 13.

Copenhagen.
Africa, Manners, July 21.
Dalny.

Chenan, B. & S., July 15.
Chinhua, B. & S., July 20.
Hector, B.F., July 24.

Dutch Ports.
Hakone Maru, N.Y.K., July 11.
City of Bombay, Bank, July 13.

Oder, Melchers, July 17.
Leverkuseu, Jebson, July 18.
Africa, Manners, July 21.

Diomed, B.F., July 21.
Perim, P. & O., July 25.
Saarbruecken, Melchers, July 25.

Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.
Khyber, P. & O., Aug. 1.

Sarland, Jebson, Aug. 1.
Antenor, B.F., Aug. 5.
Ceylon, Gilman's, Aug. 8.

Somal, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 9.

Kulmerland, Jebson, Aug. 15.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.

Philoctetes, B.F., Aug. 18.
Liverpool.
Durban Maru, N.Y.K., July 10.

Antiochus, B.F., July 20.
London.
Hakone Maru, N.Y.K., July 11.

Pilsna, Dodwell's, July 12.
City of Bombay, Bank, July 13.
Rawalpindi, P. & O., July 18.

Tikarung, J.C.J.L., Aug. 11.
Tijebot, B.I., July 21.
Perim, P. & O., July 25.

Saale, Melchers, Aug. 11.
Laomedon, B.F., Aug. 12.
Carnarvonshire, Jardine's, Aug. 14.

Cathay, P. & O., Aug. 14.
Oregon Star, B. & S., Aug. 14.
Taima, B.I., Aug. 14.

Emp. of Canada, C.P.S., Aug. 15.
Burgeland, Jebson, Aug. 16.
Persus, B.F., Aug. 10.

Sphinx, M.M., Aug. 18.
Tava Ports.
Tijebot, J.C.J.L., July 14.

Tijebot, J.C.J.L., July 21.
Tijebot, J.C.J.L., July 28.
Tikarung, J.C.J.L., Aug. 11.

Tijebot, J.C.J.L., Aug. 18.
Lisbon.
Saarbruecken, Melchers, July 25.

Liverpool.
Durban Maru, N.Y.K., July 10.
Antiochus, B.F., July 20.

London.
Hakone Maru, N.Y.K., July 11.
Pilsna, Dodwell's, July 12.

City of Bombay, Bank, July 13.
Rawalpindi, P. & O., July 18.
Tikarung, J.C.J.L., Aug. 11.

Tijebot, B.I., July 21.
Perim, P. & O., July 25.
Saale, Melchers, Aug. 11.

Laomedon, B.F., Aug. 12.
Carnarvonshire, Jardine's, Aug. 14.
Cathay, P. & O., Aug. 14.

Oregon Star, B. & S., Aug. 14.
Taima, B.I., Aug. 14.
Emp. of Canada, C.P.S., Aug. 15.

Burgeland, Jebson, Aug. 16.
Persus, B.F., Aug. 10.
Sphinx, M.M., Aug. 18.

FOODHOW.

Chipshing, Jardine's, July 14.
Haining, Douglas, July 14.
Halyang, Douglas, July 17.

Huichow, B. & S., July 21.
Chongshing, Jardine's, July 20.
Kueichow, B. & S., Aug. 4.

GENOA.

Pilsna, Dodwell's, July 12.
Pres. Garfield, Dollar, July 12.
Leverkuseu, Jebson, July 18.

Durban Maru, N.Y.K., July 19.
Antiochus, B.F., July 20.
Saarbruecken, Melchers, July 25.

Pres. Polk, Dollar, July 20.
Sarnland, Jebson, Aug. 1.
Venezia, Dodwell's, Aug. 2.

Ceylon, Gilman's, Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Tevere, Dodwell's, Aug. 9.

Kulmerland, Jebson, Aug. 15.
Frankfurt, Melchers, Aug. 18.
Glasgow.

Antiochus, B.F., July 20.
Antenor, B.F., Aug. 5.
Gothenburg.

Ceylon, Gilman's, Aug. 8.
Haiphong and Hoihow.
Kiungchow, B. & S., July 17.

Kingyuan, B. & S., July 31.
Hamburg.
City of Bombay, Bank, July 13.

Oder, Melchers, July 17.
Leverkuseu, Jebson, July 18.
Africa, Manners, July 21.

Diomed, B.F., July 21.
Perim, P. & O., July 25.
Saarbruecken, Melchers, July 25.

Glenapp, Jardine's, July 27.
Sarnland, Jebson, Aug. 1.
Antenor, B.F., Aug. 5.

Ceylon, Gilman's, Aug. 8.
Somal, P. & O., Aug. 8.
Isar, Melchers, Aug. 9.

Kulmerland, Jebson, Aug. 15.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.

Philoctetes, B.F., Aug. 18.
Hankow.
Eumaeus, B.F., Aug. 8.

Havre.
Antiochus, B.F., July 20.
Perim, P. & O., July 25.

Somal, P. & O., Aug. 8.
City of Lille, Bank, Aug. 18.
Honolulu.

Emp. of Japan, C.P.S., July 18.
Shinyo Maru, N.Y.K., July 21.
Hoio Maru, N.Y.K., July 28.

Asama Maru, N.Y.K., Aug. 5.
Japan Ports.
Fushimi Maru, N.Y.K., July 11.

Autolyus, B.F., July 13.
Glenapp, Jardine's, July 17.
Kitano Maru, N.Y.K., July 17.

Rajputana, P. & O., July 17.
Tilawa, B.I., July 17.
Bongal Maru, N.Y.K., July 18.

Emp. of Japan, C.P.S., July 18.
Kutsang, Jardine's, July 18.
Tai Ping, Dodwell's, July 18.

Kulmerland, Jebson, July 19.
Shantung, B. & S., July 19.
Chinhua, B. & S., July 20.

Monelaus, B.F., July 20.
Angers, M.M., July 21.
Shinyo Maru, N.Y.K., July 21.

Suiyang, B. & S., July 21.
Aliporo, P. & O., July 22.
Chaksang, Jardine's, July 22.

Japan, Gilman's, July 23.
Tikembang, J.C.J.L., July 23.
Hector, B.F., July 24.

Hilda, Dodwell's, July 27.
Hikawa Maru, N.Y.K., July 28.
Tevere, Dodwell's, July 28.

Coblentz, Melchers, July 29.
Annam, Manners, July 30.
City of Halifax, Bank, July 30.

Emp. of Asia, C.P.S., July 31.
Karmala, P. & O., July 31.
Santia, B.I., July 31.

Agapenor, B.F., Aug. 3.
Glenamoy, Jardine's, Aug. 3.
General Metzinger, M.M., Aug. 4.

Oldenburg, Jebson, Aug. 4.
Asama Maru, N.Y.K., Aug. 5.
Saale, Melchers, Aug. 7.

Soudan, P. & O., Aug. 8.
Laomedon, B.F., Aug. 12.
Carnarvonshire, Jardine's, Aug. 14.

Cathay, P. & O., Aug. 14.
Oregon Star, B. & S., Aug. 14.
Taima, B.I., Aug. 14.

Emp. of Canada, C.P.S., Aug. 15.
Burgeland, Jebson, Aug. 16.
Persus, B.F., Aug. 10.

Sphinx, M.M., Aug. 18.
North China Ports.
Hector, B.F., July 24.

Coblentz, Melchers, July 29.
Saale, Melchers, Aug. 11.
Oran.

Oder, Melchers, July 17.
Ceylon, Gilman's, Aug. 8.
Isar, Melchers, Aug. 9.

Frankfurt, Melchers, Aug. 18.
Pakhol.
Kiungchow, B. & S., July 17.

Kingyuan, B. & S., July 31.
Panama.
Tatsuno Maru, N.Y.K., July 13.

Tai Ping, Dodwell's, July 18.
Pres. McKinley, A.M.L., July 21.
Hoio Maru, N.Y.K., July 28.

Pres. Grant, A.M.L., Aug. 4.
Pres. Madison, A.M.L., Aug. 18.
Penang.

Hakone Maru, N.Y.K., July 11.
Pres. Garfield, Dollar, July 12.
Takada, B.I., July 12.

Tango Maru, N.Y.K., July 12.
Mucran Maru, N.Y.K., July 15.
Van Heutz, J.C.J.L., July 16.

Rawalpindi, P. & O., July 18.
Suisang, Jardine's, July 23.
Perim, P. & O., July 25.

Pres. Polk, Dollar, July 20.
Glenapp, Jardine's, July 27.
Sirdhana, B.I., July 27.

Yasukuni Maru, N.Y.K., July 27.
Tokushima Maru, N.Y.K., July 28.
Malacca Maru, N.Y.K., July 20.

Antenor, B.F., Aug. 5.
Kiddopore, P. & O., Aug. 5.
Tilawa, B.I., Aug. 7.

Ceylon, Gilman's, Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.

Hosang, Jardine's, Aug. 18.
Port Said.
Hakone Maru, N.Y.K., July 11.

Pilsna, Dodwell's, July 12.
Rawalpindi, P. & O., July 18.
Durban Maru, N.Y.K., July 19.

Antiochus, B.F., July 20.
Africa, Manners, July 21.
Diomed, B.F., July 21.

Perim, P. & O., July 25.
Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.

Khyber, P. & O., Aug. 1.
Venezia, Dodwell's, Aug. 2.
Somal, P. & O., Aug. 8.

Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 9.
Tevere, Dodwell's, Aug. 9.

Rajputana, P. & O., Aug. 15.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.

Philoctetes, B.F., Aug. 18.
Los Angeles.
Tai Ping, Dodwell's, July 18.

Pres. McKinley, A.M.L., July 21.
Hoio Maru, N.Y.K., July 28.
Pres. Grant, A.M.L., Aug. 4.

Pres. Madison, A.M.L., Aug. 18.
Manila.
Pres. Garfield, Dollar, July 12.

Shinyo Maru, N.Y.K., July 13.
Pres. McKinley, A.M.L., July 14.
Taiping, B. & S., July 17.

Pres. Taft, Dollar, July 18.
Tijebot, J.C.J.L., July 21.
Emp. of Asia, C.P.S., July 24.

Kamo Maru, N.Y.K., July 25.
Saarbruecken, Melchers, July 25.
Pres. Polk, Dollar, July 20.

Sarnland, Jebson, Aug. 1.
Nellore, E. & A., Aug. 1.
Tjikembang, J.C.J.L., Aug. 4.

Emp. of Canada, C.P.S., Aug. 7.
Ceylon, Gilman's, Aug. 8.
Pres. Adams, Dollar, Aug. 9.

Chanate, B. & S., Aug. 18.
Tijebot, J.C.J.L., Aug. 18.

LOS ANGELES.

Tai Ping, Dodwell's, July 18.
Pres. McKinley, A.M.L., July 21.
Hoio Maru, N.Y.K., July 28.

Pres. Grant, A.M.L., Aug. 4.
Pres. Madison, A.M.L., Aug. 18.
Manila.

Pres. Garfield, Dollar, July 12.
Shinyo Maru, N

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.CONSIGNEES per Co.'s Vessel
"MAHAON"
FROM UNITED KINGDOM AND
CONTINENTAL PORTS VIA
SINGAPOREare hereby notified that their Cargo will be
discharged at the Godowns, where it will be at
Consignees' risk and subject to Terms and Conditions
of Storage at the Godowns. The Cargo will be
ready for Delivery from Godown on and after 9th July.Optional Cargo will not be landed here,
unless Notice has been given prior to
Vessel's arrival, but carried on from
port to port to the final port of call to
which the option extends.
All broken, chafed and damaged Goods
are to be left in the Godowns, where
they will be examined on any Tuesdays
and Fridays between the hours of
10.45 a.m. and Noon within the Free
Storage period.No Claims will be admitted after the
Goods have left the Vessel's Godowns,
and all Goods remaining undelivered
after the 15th July will be subject to
Rent.
All Claims against the Vessel must
be presented to the Underwriter on or
before the 28th July, or they will
not be recognised.No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

9th July, 1931. [947]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.CONSIGNEES per Co.'s Vessel
"HELENUS"FROM NEW YORK VIA MANILA
are hereby notified that their Cargo will
be discharged into the Godowns, where it
will be at Consignees' risk and subject to
Terms and Conditions of Storage at the
Godowns. The Cargo will be ready for
Delivery from Godown on and after 9th July.Optional Cargo will not be landed here,
unless Notice has been given prior to
Vessel's arrival, but carried on from
port to port to the final port of call to
which the option extends.All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays and
Fridays between the hours of 10.45 a.m.
and Noon, within the Free Storage period.
No Claims will be admitted after the
Goods have left the Vessel's Godowns,
and all Goods remaining undelivered after
the 15th July will be subject to Rent.All Claims against the Vessel must
be presented to the Underwriter on or
before the 28th July, or they will
not be recognised.No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

9th July, 1931. [948]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.FROM MIDDLESBROUGH: ANTWERP,
LONDON AND STRAITS.

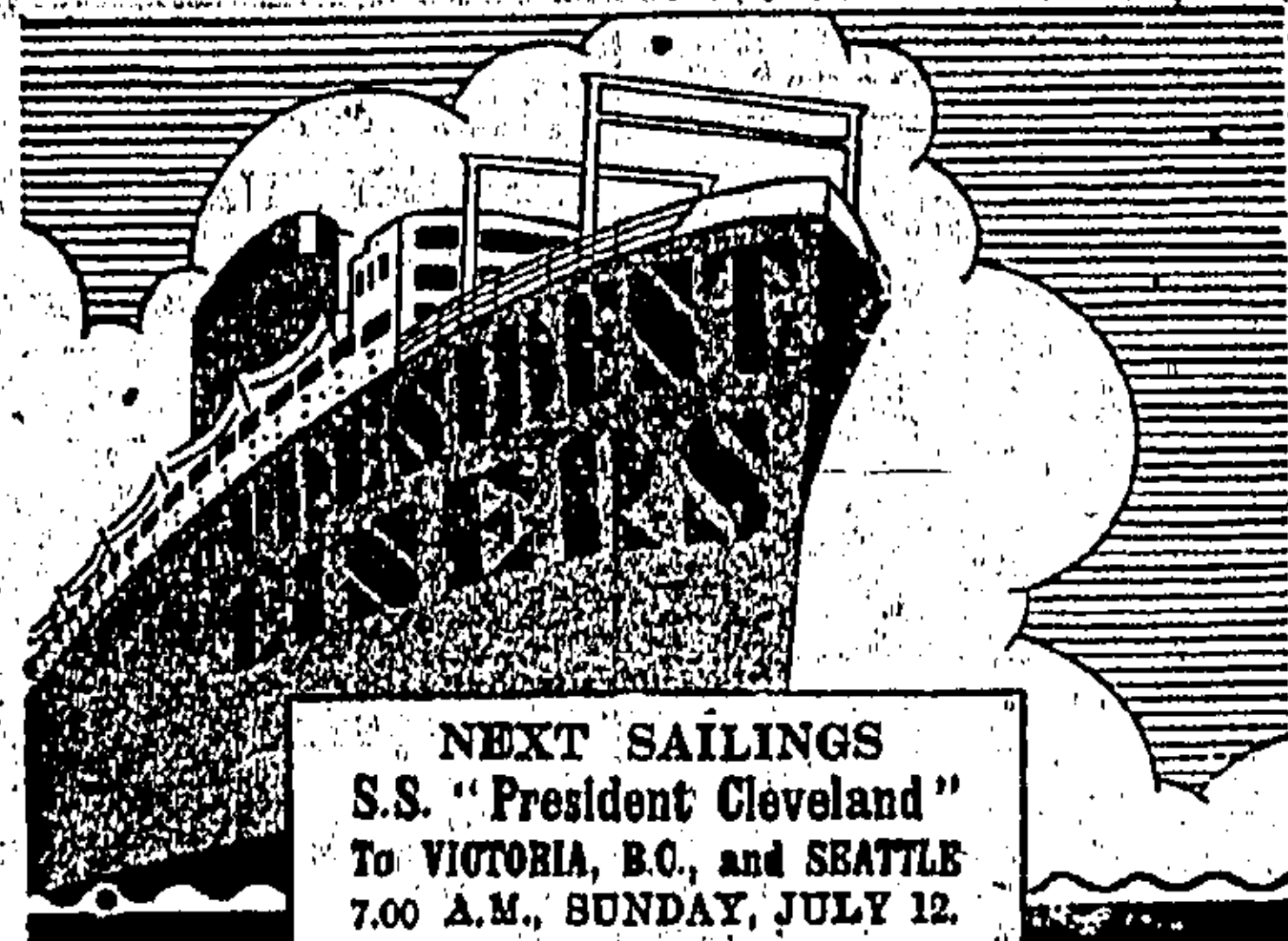
The Steamship "BENALDEB."

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra-hazardous Godowns of the
Hong Kong and Kowloon Wharf and
Godown Co., Ltd., where and/or from
the wharves, delivery may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
15th July, 1931, will be subject to Rent.All Claims against the Steamer must
be presented to the Underwriter on or
before the 28th July, 1931, or they will
not be recognised.All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on the 14th July,
1931, at 10 a.m., by Messrs. Goddard &
Douglas.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.
Agents.

Hong Kong, 8th July, 1931. [949]

NORDDEUTSCHER LLOYD,
BREITENBURG.

The Steamship "ISAR"

having arrived from BREMEN, HAM-
BURG and Ports, Consignees of Cargo
are hereby notified that their Cargo is
being landed at their risk into the God-
owns of the Hong Kong and Kowloon
Wharf and Godown Co., Ltd., Kowloon,
where Delivery can be obtained.Consignees are further notified that
the Steamer "ISAR" has taken at
HAMBURG and BREMEN Through
Cargo for HONG KONG ex S.S.
"Ender", S.S. "Aix", S.S. "Ganter",
S.S. "Stral", S.S. "Elsbeth", S.S.
"Gruen", and S.S. "Friedrich" from
OPENHAGEN, WITBOR, HEL-
SINGBORG, KOTKA, GOTHEN-
BURG and RANTOM.All Goods remaining undelivered after
the 16th of July, 1931, will be
subject to Rent.
No Fire Insurance will be effected by
us in any case whatever.Damaged Packages must be left in the
Godown for examination by the Con-
signees and the Company's Surveyors,
Messrs. Anderson & Ahe, at 10 a.m.,
on the 16th of July, 1931.No Claims will be admitted after the
Goods have left the Godown and all
Claims must be presented within Two
Weeks of the Ship's arrival here, after
which date they will not be recognised.Consignees are requested to surrender
their Bills of Lading to the Underwriter
for Counter-signing.MELBOURNE & CO.,
Agents,
Messrs. Anderson & Ahe, BREMEN,
Hong Kong, 8th July, 1931. [949]NEXT SAILINGS
S.S. "President Cleveland"
To VICTORIA, B.C. and SEATTLE
7.00 A.M., SUNDAY, JULY 12.
S.S. "President Garfield"
ROUND THE WORLD
8.00 A.M., SUNDAY, JULY 12.

Weekly Trans-Pacific Service

To San Francisco, Los Angeles To Seattle and Victoria
and New York via Panama

The Sunshine Bell via Honolulu The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Sundays.

Pres. McKinley July 21 Pres. Cleveland July 12, 7 a.m.
Pres. Grant Aug. 4 Pres. Taft July 26
Pres. Lincoln Aug. 18 Pres. Jefferson Aug. 9\$79, \$112, \$120 Special through rates to Europe via United States,
Direct connections with all Atlantic Lines. Choice
of rail lines across United States and Canada. Liberal stop-over privileges for
sight-seeing.

ROUND TRIP FARE TO EUROPE

From HONG KONG TO NAPLES ... £152. 5. 0d.
" " " MARSEILLES ... £161. 0. 0d.
" " " LONDON ... £168. 16. 0d.

Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria,
Naples, Genoa, Marseilles, New York and Boston.Pres. Garfield July 12, 8 a.m. Pres. Adams Aug. 9, 8 a.m.
Pres. Polk July 26, 8 a.m. Pres. Harrison Aug. 23, 8 a.m.

To Manila

Pres. Garfield July 12, 8 a.m. Pres. Taft July 18, 6 p.m.
Pres. McKinley July 14, 6 p.m. Pres. Polk July 26, 8 a.m.

CANTON BRANCH—A. S. K. S. S. S.

DOLLAR STEAMSHIP LINES

AMERICAN MAIL LINE

HAMBURG-AMERIKA LINIE

H.A.P.C.

FAR EASTERN MAIL-FREIGHT- and
PASSENGER SERVICE—between:
JAPAN, CHINA, HONG KONG, PHIL-
IPPINES, STRAITS SETTLEMENTS,
COLOMBO and EUROPE.

SAILINGS TO EUROPE.

VESSEL DESTINATION LEAVING

HONG KONG.

M.V. "LEVERKUSEN" (1) Genoa, Rotterdam & Hamburg 18 July
S.S. "SAARLAND" (1) Genoa, Rotterdam & Hamburg 1 Aug.
M.V. "KULMERLAND" (1) Genoa, Barcelona, Rotterdam & Hamburg 15 Aug.

S.S. "OLDENBURG" (1) Genoa, Rotterdam & Hamburg 4 Sept.

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

DUE HONG KONG.

M.V. "KULMERLAND" (1) ... 19 July
S.S. "OLDENBURG" (1) ... 4 Aug.
M.V. "BURGENLAND" (1) ... 16 Aug.
M.V. "VOGTLAND" (1) ... 2 Sept.

Subject to Alteration without Notice.

(1) Excellent Accommodation for Passengers, Qualified Surgeon carried.
Fare from Hong Kong to Genoa from 270. 0. 0.

(2) Limited Passenger Accommodation, Qualified Surgeon carried.

For further particulars please apply to Agents—

JEBSEN & CO.

AGENTS.

12, Pedder Street, Hong Kong. Tel. 26661.

GOODWOOD HOTEL.

63-67, QUEENSWAY, HONG KONG.
Two minutes Kensington Gardens,
Buses and Taxis.HOT and COLD RUNNING WATER.
GAS FIRES ALL BED ROOMS.
PASSENGER LIFT.Noted for healthy position, quiet, clean-
liness, excellent food and attendance.
Terms from 3 gns. per week, including
four meals, baths, light and attendance
from 12/6 daily. NO EXTRA.

Tariffs from DAILY PRESS office.

"People Who Matter"

PEOPLE WHO MATTER, to the
advertiser are the
people who can
afford to buy his
goods. Most of
these people buy
and read the

HONG KONG DAILY PRESS.

HONG KONG, 7th July, 1931. [987]

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

BUYERS SELLERS SALE NOMINAL

FRIDAY, JULY 10.

BANKS

H.K. Banks ... \$2,030 ... \$1,084 ... \$1,084 ... \$1,084

Do. (London) ... \$144 ... \$144 ... \$144 ... \$144

Chartered Banks ... \$231 ... \$231 ... \$231 ... \$231

Do. ... \$128 ... \$128 ... \$128 ... \$128

Bank of East Asia ... \$128 ... \$128 ... \$128 ... \$128

INSURANCES

Canton Insurance ... \$1,435 ... \$1,435 ... \$1,435 ... \$1,435

Underwriters ... \$5,45 ... \$5,45 ... \$5,45 ... \$5,45

North China ... \$5,45 ... \$5,45 ... \$5,45 ... \$5,45

Union Insurance ... \$5,45 ... \$5,45 ... \$5,45 ... \$5,45

Yangtze Insurance ... \$5,45 ... \$5,45 ... \$5,45 ... \$5,45

China Fire ... \$5,45 ... \$5,45 ... \$5,45 ... \$5,45

H.K. Fire ... \$5,45 ... \$5,45 ... \$5,45 ... \$5,45

SHIPPING

Douglas ... \$24 ... \$24 ... \$24 ... \$24

Steamboats ... \$24 ... \$24 ... \$24 ... \$24

Indos (pref.) ... \$24 ... \$24 ... \$24 ... \$24

Do. (def.) ... \$24 ... \$24 ... \$24 ... \$24

Shell Transport ... \$24 ... \$24 ... \$24 ... \$24

Waterboats ... \$24 ... \$24 ... \$24 ... \$24

MIXING

Benquet ... \$24 ... \$24 ... \$24 ... \$24

Yamela Gold Flak ... \$24 ... \$24 ... \$24 ... \$24

Kallans ... \$24 ... \$24 ... \$24 ... \$24

Langkate (comb.) ... \$24 ... \$24 ... \$24 ... \$24

Do. (single) ... \$24 ... \$24 ... \$24 ... \$24

Explorations ... \$24 ... \$24 ... \$24 ... \$24

Shanghai Loans ... \$24 ... \$24 ... \$24 ... \$24

Rauks ... \$24 ... \$24 ... \$24 ... \$24

Tronch Mines ... \$24 ... \$24 ... \$24 ... \$24

Docks, Wharves, Godowns, etc.

H.K. & K. Wharves ... \$24 ... \$24 ... \$24 ... \$24

Providents (old) ... \$24 ... \$24 ... \$24 ... \$24

Do. (new) ... \$24 ... \$24 ... \$24 ... \$24

H.K. Docks ... \$24 ... \$24 ... \$24 ... \$24

South China Motors ... \$24 ... \$24 ... \$24 ... \$24

Shanghai Docks ... \$24 ... \$24 ... \$24 ... \$24

New Engineering ... \$24 ... \$24 ... \$24 ... \$24

Hongkong ... \$24 ... \$24 ... \$24 ... \$24

LANDS, HOTELS, and BUILDINGS

H.K. Hotels (old) ... \$24 ... \$24 ... \$24 ... \$24

Do. (new) ... \$24 ... \$24 ... \$24 ... \$24

H.K. Lands ... \$24 ... \$24 ... \$24 ... \$24

Shanghai Lands ... \$24 ... \$24 ... \$24 ... \$24

H.K. Realty ... \$24 ... \$24 ... \$24 ... \$24

Humphreys (old) ... \$24 ... \$24 ... \$24 ... \$24

Humphreys (new) ... \$24 ... \$24 ... \$24 ... \$24

Chinese Estates ... \$24 ... \$24 ... \$24 ... \$24

COTTON MILLS

Ewos ... \$24 ... \$24 ... \$24 ... \$24

Shai Cottons ... \$24 ... \$24 ... \$24 ... \$24

Zong Sings ... \$24 ... \$24 ... \$24 ... \$24

PUBLIC UTILITIES

Tramways ... \$24 ... \$24 ... \$24 ... \$24

Peak Trams (old) ... \$24 ... \$24 ... \$24 ... \$24

Do. (new) ... \$24 ... \$24 ... \$24 ... \$24

Star Forties ... \$24 ... \$24 ... \$24 ... \$24

Yamatai Forties ... \$24 ... \$24 ... \$24 ... \$24

China Lights ... \$24 ... \$24 ... \$24 ... \$24

H.K. Electric ... \$24 ... \$24 ... \$24 ... \$24

Macao do. ... \$24 ... \$24 ... \$24 ... \$24

Saudakan Lights ... \$24 ... \$24 ... \$24 ... \$24

Telephones (fully pd.) ... \$24 ... \$24 ... \$24 ... \$24

Do. (part pd.) ... \$24 ... \$24 ... \$24 ... \$24

China Buses ... \$24 ... \$24 ... \$24 ... \$24

Traction ... \$24 ... \$24 ... \$24 ... \$24

Do. (pref.) ... \$24 ... \$24 ... \$24 ... \$24

INDUSTRIALS

China Sugars ... \$24 ... \$24 ... \$24 ... \$24

Malabar Sugars ... \$24 ... \$24 ... \$24 ... \$24

Caldbeck, (ord.) ... \$24 ... \$24 ... \$24 ... \$24

Macgregor (pref.) ... \$24 ... \$24 ... \$24 ... \$24

Canton Lacs ... \$24 ... \$24 ... \$24 ... \$24

Cements (comb.) ... \$24 ... \$24 ... \$24 ... \$24

Do. (old) ... \$24 ... \$24 ... \$24 ... \$24

Do. (new) ... \$24 ... \$24 ... \$24 ... \$24

Ropes ... \$24 ... \$24 ... \$24 ... \$24

Miscellaneous

Dairy Farms ... \$24 ... \$24 ... \$24 ... \$24

Der A. Wings ... \$24 ... \$24 ... \$24 ... \$24

Amusements (old) ... \$24 ... \$24 ... \$24 ... \$24

Do. (new) ... \$24 ... \$24 ... \$24 ... \$24

Ch. Estimations (old) ... \$24 ... \$24 ... \$24 ... \$24

Do. (new) ... \$24 ... \$24 ... \$24 ... \$24

Constructions ... \$24 ... \$24 ... \$24 ... \$24

Lane Crawford ... \$24 ... \$24 ... \$24 ... \$24

Mackintosh ... \$24 ... \$24 ... \$24 ... \$24

Nanyang Tobacco ... \$24 ... \$24 ... \$24 ... \$24

Sincere ... \$24 ... \$24 ... \$24 ... \$24

Watsons ... \$24 ... \$24 ... \$24 ... \$24

Wm. Powells ... \$24 ... \$24 ... \$24 ... \$24

B. Ind. G. Bonds ... \$24 ... \$24 ... \$24 ... \$24

H.K. Govt. Loans ... \$24 ... \$24 ... \$24 ... \$24

FOREIGN MAILS

AIR MAIL.

Ordinary non-registered letters for Europe will be accepted for
transmission by the Air Service of the Eurasia Aviation Corporation, leav-
ing Shanghai on Tuesdays and Saturdays for Manchouk, and onwards by
the Trans-Siberian Railway.The extra fee for the Air Service transmission is 30 cents for each
half ounce or fraction thereof. This is in addition to the regular postage
via Siberia.

A saving of 4-5 days is expected but no guarantee can be given.

Letters must be posted over the Counter of the General Post Office
and the Kowloon Branch Post Office and superscribed "Via Siberia:
Airmail Shanghai-Manchouk."Letters for Europe via Siberia intended for transmission by Airmail
from Shanghai to Manchouk should be posted in time for inclusion in the
mail for Shanghai to be closed at the General Post Office at 5.00 p.m.
on Saturday, 11th inst. Such letters will connect with the Airmail
leaving Shanghai on Tuesday evening, 14th inst.

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic
address at the Radio Office. No charge is made for this.Letters and postcards for Europe and South America are forwarded
"via Siberia" if so superscribed.

INWARD MAILS.

FROM	PER	DUK
SHANGHAI AND SWATOW	Shanghai	11th July
EUROPE via NEOPATAM (Letters and Papers, London, 11th June) ...	Fushimi Maru	11th July
MANILA	Pres. Cleveland	11th July
U.S.A., HONOLULU, JAPAN AND SHANGHAI (San Francisco, 15th June) ...	Pres. Garfield	11th July
AMOI	Typhoon	11th July
SHANGHAI AND AMOI	Taiyuan	11th July
SHANGHAI AND SWATOW	Kiungchow	11th July
U.S.A., HONOLULU, JAPAN AND SHANGHAI (San Francisco, 18th June) ...	Pres. McKinley	18th July
CAIRO AND STRAITS	Typhoon	14th July
MANILA	Emp. of Japan	14th July
AMOI AND SWATOW	Van Heuts	14th July
AUSTRALIA AND MANILA	Aviano Maru	14th July
U.S.A., CANADA, JAPAN AND SHANGHAI (San Francisco, 25th June) ...	Pres. Taft	17th July
U.S.A., CANADA, JAPAN AND SHANGHAI (Seattle, 24th June) ...	Asama Maru	18th July
JAPAN AND SHANGHAI	Hikawa Maru	19th July
	D'Arignan	21st July

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes
earlier than the time given below unless otherwise stated, and
where mails are advertised to close at or before 9 a.m. registered
and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE AND TIME
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 7th August ...	Hakone Maru	Saturday, 11th, Kowloon P.O. Reg. 9.00 a.m. Letters 10.00 a.m. U.P.O. Reg. 8.45 a.m. Letters 10.15 a.m.
Haiphong ...	Canton	2.30 p.m.
Shanghai ...	Fushimi Maru	3.30 p.m.
Saigon ...	Halvard	4.30 p.m.
Shanghai, Japan, U.S.A., Canada, C. and S. America and EUROPE via Victoria, B.C.—due Victoria, B.C., 28th July, and EUROPE via Siberia ...	Pres. Cleveland	Parcels 3.00 p.m. Letters 4.15 p.m.
Manila ...	Pres. Garfield	Letters 5.00 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden and Egypt ...	Pilera	Parcels 5.00 p.m. Letters 5.00 p.m.
Calcutta via Straits ...	Takada	Parcels 5.00 p.m. Letters 5.00 p.m.
Kangkok via Swatow ...	Arigan	Sunday, 12th, 9.00 a.m.
Swatow, Amoy and Formosa ...	Hokan Maru	9.00 p.m.
Hoibow, Pakhoi and Haiphong ...	Daviken	Monday, 13th, 8.30 p.m.
Manila ...	Shinyo Maru	2.20 p.m.
Java via Batavia ...	Typhoon	10.30 a.m.
Swatow, Amoy and Fookchow ...	Hai Ning	2.00 p.m.
Manila ...	Pres. McKinley	4.30 p.m.
Amoy ...	Tai Yuan	Wednesday, 15th, 5.00 p.m.
Straits ...	Van Heuts	Thursday, 16th, 10.30 a.m.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 28th July ...	Taiyuan	Parcels 5.00 p.m. Reg. 17th, 9.45 a.m. Letters

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and Service.

Empress of Japan	July 18	July 21	July 28	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 8	Aug. 8	—	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	—	Aug. 26
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	—	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	—	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	—	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	—	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	—	Nov. 7
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	—	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 27	—	Dec. 5
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	—	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 23	Dec. 25	—	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

HONG KONG—MANILA

Empress of Asia	July 24	July 28
Empress of Canada	Aug. 7	Aug. 9

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SHIMO MARU ... Tuesday, 21st July

ABAMA MARU ... Wednesday, 28th August

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIKAWA MARU ... Tuesday, 28th July

HIYU MARU ... Tuesday, 28th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

YASUKUNI MARU ... Monday, 27th July

SUWA MARU ... Saturday, 31st Aug.

SYDNEY & MELBOURNE via Manila & Ports.

KAMO MARU ... Saturday, 25th July

KITANO MARU ... Saturday, 22nd Aug.

MANILA.

SHIMO MARU ... Monday, 13th July

BOMBAY via Singapore, Penang & Colombo.

TANGO MARU ... Sunday, 12th July

TOKUSHIMA MARU ... Tuesday, 28th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU ... Tuesday, 28th July

NEW YORK, BOSTON via PANAMA.

TATSUNO MARU ... Monday, 13th July

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

DURBAN MARU ... Sunday, 18th July

CAIRO MARU ... Wednesday, 15th July

MURORAN MARU ... Wednesday, 28th July

SHANGHAI KOBE & YOKOHAMA.

FUSHIMI MARU ... Saturday, 11th July

KITANO MARU (Nagasaki direct) ... Friday, 17th July

BENGAL MARU ... Saturday, 18th July

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FRENCH MAIL STEAMERS

Sailings from Hong Kong

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

D'ARTAGNAN ... 21st July

ANDRE LEBON ... 4th Aug.

ANGERS ... 18th Aug.

G. METZINGER ... 1st Sept.

SPHINK ... 15th Sept.

PORTHOUS ... 29th Sept.

ORNOCHOUX ... 13th Oct.

ATHOS II ... 27th Oct.

To Yokohama via Shanghai and Kobe.

ANGERS ... 21st July

G. METZINGER ... 4th Aug.

SPHINK ... 1st Sept.

PORTHOUS ... 15th Sept.

ORNOCHOUX ... 29th Sept.

ATHOS II ... 13th Oct.

ANDRE LEBON ... 27th Oct.

We can issue Through Tickets to Europe, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said or Djibouti.

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Shipping News Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 7,500 TONS;
THROUGH CARGO 7,500 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for	Through
Machaoon	Bremen 204	1,074
Helonus	Manila 475	—
Mirzapore	Shanghai 110	1,350
Hong Kheng	Rangoon 700	600
Kumangs	Osaka 277	593
Chipsing	Tientsin 1,740	714
Japanese	—	4,105
Genoa Maru	Sakito 1,517	2,875
Chinese	—	1,517
Yuan Lee	Saigon 1,650	—
Total	7,273	7,510

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

British	Arr.	Dep.
Norwegian	7	2
Japanese	1	8
Chinese	1	4
American	0	1
Dutch	0	1
Total	10	21

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Machaoon (Br.) Bremen	13
Hong Kheng (Br.) Rangoon	—
Singapore	2,080
Kumangs (Br.) Osaka, Amoy	40
Yuan Lee (Chinese) Saigon	3
Swatow	—
Total	2,143

SHIPS IN HARBOUR

The following ships were in port yesterday:

Wharves:—Kowloon: Empress of Japan; Holt's: Machaoon; China Merchants: Yuan On; Jardine Matheson's: Hangsang; Osaka Shosen Kaisha: Hozan Maru; Douglas LaPrairie: Haiching. Docks:—Kowloon: Shinyo Maru, Linchow, Trivia, Yatshing; Tai-koo: Anking. Buys:—A10 Hong Kheng, A16 Helenus, B1 Chipsing, B8 Clara Helenus, B9 Kalzan, B10 Yuan Lee, B17 Halvard, B22 Kumangs, B27 Tinslow, B29 Proteus, C1 Helios, C2 Canton, C7 Yatshino Maru, C9 Kushiro Maru.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the R.M.S. Empress of Japan from Vancouver and the North:—Mr. D. MacDonald, Mr. A. Sullivan, Dr. O. R. Canney, Mr. K. Knstmann, Mr. P. H. Kwok, Mr. Soo Hoo Soon, Mr. Tsang Fook, Mr. Doo Ahau, Mr. E. Leo, Miss E. Bourne, Mr. and Mrs. J. Roles, Dr. A. W. Woo, Miss E. Alyce, Miss C. Alves, Mr. C. S. Atwell, Mr. G. B. Beatty, Mrs. and Master Beatty, Mr. S. D. Begg, Mr. J. P. Bragg, Mr. and Mrs. Chan Cheung Oi, Mr. and Mrs. Y. Chen, Mrs. H. Y. and Misses Cheng, Mr. M. C. Cheng, Mrs. Chow, Mrs. R. E. Desai, Miss V. Desai, Mr. R. T. Down, Mr. and Mrs. S. Fong, Mr. J. Ho, Mr. C. E. Horsman, Mr. and Mrs. Y. C. Huang, Mr. S. S. Jenkins, Mr. and Mrs. Rao Haing, Mr. D. L. King, Mr. T. L. Knight, Mr. Kwan Yen Shan, Mr. H. Lam, Mr. Lam Wing Yen, Mr. and Mrs. Jackson Leo, Misses B. F. and I. Lao, Miss E. Larken, Mr. and Mrs. Loken, Mr. M. Y. Lao, Dr. G. E. Mason, Mr. E. Molines, Mrs. J. Ormiston, Mr. and Mrs. S. Y. Quon, Mr. E. G. Renton, Mr. T. K. Tan, Miss S. Tan, Miss W. L. Taylor, Mr. Tseng Wah Kit, Mr. Tseng Wah Shin, Mr. J. B. Dolton, Miss S. C. Wan, Mr. K. C. Wang, Dr. A. S. Wong, Mrs. P. C. Wong, Mr. and Mrs. H. H. Pethick, Mr. R. Pethick, Misses M. G. and S. F. Pethick, Mrs. W. T. Easley, Miss I. Bingham, Mrs. R. M. Milne, Mr. C. G. Copley, Mr. B. S. Heera, Mr. W. R. Hutchinson. Among passengers passing through on their way to Manila were:—Ta. E. V. Aniceto, Mrs. B. M. Buchanan, Rev. J. A. Buckley, Mr. and Mrs. E. R. Burke, Mrs. E. C. Elser, Rev. F. W. Engel, Miss M. Fraser, Mr. L. F. Gardner, Rev. F. H. Heyden, Rev. E. C. Jacklin, Mrs. S. Kellogg, Miss R. Kellogg, Mr. R. R. Lindell, Mr. A. Melian, Rev. A. J. McManus, Rev. W. J. Malone, Rev. J. V. McFadden, Rev. E. J. O'Keefe, Misses C. and E. Phipps, Mr. and Mrs. C. E. Phipps, Miss D. Paterno, Miss M. Osmena, Miss N. Quigley, Mr. C. Reganosa, Mrs. D. L. Robinson, Miss B. J. Robinson, Miss C. Symp, Miss B. Stenrud, Mr. and Mrs. W. W. Sloan, Mr. and Mrs. J. Trayner, Miss M. Andrews, Miss A. Clarke, Miss E. Baumgartner, Mr. and Mrs. R. H. Bradburn, Mr. J. Bradburn, Miss K. Carr, Miss E. Carvalho, Mrs. R. Cullen, Mrs. E. C. Locke, Mrs. M. M. Maxfield, Miss B. Robertson, Dr. and Mrs. F. W. Sawyer, Miss M. E. Sawyer, Mrs. J. C. Travis, Mr. Y. Gawa, Mr. V. L. Bates, Mr. E. A. L. Bet, Miss D. Bulkeley, Mr. D. C. Chuen, Mr. J. R. H. Mason, Miss I. Creagan, Miss G. E. Fox, Miss M. Pitt, Miss F. Goodrich, Mr. and Mrs. J. Haggert, Miss M. K. Haggert, Master R. Haggert, Miss D. Kempf, Miss L. Lindquist, Miss D. Norton, Miss B. Zeller, Mr. J. Padilla, Mr. A. A. Buoy, Mr. E. Dula, Mr. J. Villanueva, Mr. J. Gray, Mr. M. Sangle, Mrs. A. Sapegin, Miss A. Osipoff, Mr. H. Emura, Mr. S. Noda, Mr. G. Someya, Mr. G. Yvernati, Mr. A. V. Ang Cuan, Capt. C. H. Bens.

(Continued on next column.)

NAUTICAL EXPERTS

IGNORED.

JUDGES AND THE BREMEN-BRITISH GRENNADIER.

COLLISION.

A position unprecedented in the hearing of Admiralty appeals was revealed by the judgment of Lords Justices Scrutton, Greer, and Slesser in the Appeal Court in the appeals which arose out of the collision between the German liner Bremen, and a British tank steamer, the British Grenadier.

At the conclusion of the arguments it was stated that the assessors who sat with the Court to advise it on questions of navigation had disagreed. Afterwards one of the parties intimated that one of the assessors had been at one time in the service of one of the litigating shipowners.

An offer of rehearing with different assessors was made to the parties, but eventually it was arranged that the Court should disregard the technical advice it had received.

Lord Justice Scrutton, giving judgment, said that the relationship between the assessor and the litigant should have been disclosed before the hearing of the appeal, though, in view of the fact that judges were not disqualified from hearing a case by the fact that while at the Bar they had appeared for or against one of the parties in other cases, it was quite intelligible that the assessor should not have appreciated the necessity for disclosure of his previous relations.

The collision occurred off Dun-geones, in fog, and Mr. Justice Bateman held that the Bremen was one-fifth to blame and the British Grenadier four-fifths to blame. The owners of both vessels appealed.

By a majority both appeals were dismissed, Lord Justice Greer dissenting from that part of the judgment by which the appeal of the Bremen was dismissed.

lay, Miss L. M. Browning, Mr. G. Fitzgerald, Capt. H. A. Gardner, Mrs. F. Grigg, Mr. R. H. H. H. K. Hoehong, Mr. O. Isabolo, Master A. Kwong, Miss E. Kwong, Miss E. Richmond, Mrs. M. B. Self, Miss E. R. Shipper, Dr. H. H. Steinmetz. The following passengers arrived yesterday from Australia by the s.s. Taining:—Mrs. L. A. Bellair, Misses S. and B. Bellair, Mr. E. Bernaldes, Mr. J. H. McEachern, Mrs. M. Garrett, Mr. G. V. Heath, Mr. H. H. Hole, Mr. and Mrs. F. Marquet, Miss M. Pritchard, Miss G. Richards, Miss E. Sullivan, Mr. G. Wise, Miss E. Wise.

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Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	17,000	18th July	Bombay, Marseilles & London.
"PERIN"	7,000	25th July	Marseilles, Havre, London, H'g, R'm, & A'warp.
"KEYBER"	9,000	1st Aug.	Mars, L'don, R'dm, & A'warp.
"KIDDERPORE"	5,300	5th Aug.	Straits, Colombo & Bombay.
"SOMALI"	6,200	8th Aug.	Mars, Gibraltar, Havre, L'don, H'g, R'dm, & A'warp.
"RAJPUTANA"	17,000	16th Aug.	Bombay, Marseilles & London.
"PADUA"	6,000	22nd Aug.	Mars, Havre, L'don, R'g.
"KARMALA"	9,000	29th Aug.	Mars, L'don, R'dm, & A'warp.
"GATHAY"	15,000	12th Sept.	Bombay, Marseilles & London.
"SOUDAN"	6,800	18th Sept.	Mars, Havre, L'don, R'g, B'dm, & A'warp.
"KALYAN"	9,000	28th Sept.	Mars, L'don, R'dm, & A'warp.
"MANTUA"	11,000	10th Oct.	Marseilles & London.
"KASHMIR"	9,000	24th Oct.	Mars, L'don, R'dm, & A'warp.
"BURDWAN"	6,500	31st Oct.	Mars, Havre, L'don, R'g, B'dm, & A'warp.
"NADIRA"	16,000	7th Nov.	Bombay, Marseilles & London.
"MACEDONIA"	11,000	21st Nov.	Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti. § Calls Karachi & Port Swettenham.

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BRITISH INDIA-APOAH SAILINGS

Steamship	Tons	From Hongkong	Destination
"TAKADA"	7,000	12th July, 3 p.m.	Singapore, Penang & Calcutta.
"SIDDHANA"	8,000	27th July	do.
"TILAWA"	10,000	7th Aug.	do.
"SANTHA"	8,000	23rd Aug.	do.
"TALMA"	10,000	6th Sept.	do.

* Calls Port Swettenham.

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EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"NEELORE"	7,000	1st Aug.	Manila, Batavia, Brisbane, Sydney, and Melbourne.
"TANIA"	7,000	22nd Sept.	do.
"NANKIN"	7,000	22nd Oct.	do.

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The E. & O. Royal Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

Steamship	Tons	From Hongkong	Destination
"TILAWA"	10,000	17th July	Amoy, Shanghai, Kobe & Osaka.
"RAJPUTANA"	17,000	17th July	Shanghai, Kobe & Yokohama.
"ALIPORA"	5,300	22nd July	Shanghai, Kobe & Yokohama.
"SANTHA"	8,000	31st July	Amoy, Kobe & Yokohama.
"KARMALA"	9,000	31st July	Shanghai, Kobe & Yokohama.
"TALMA"	10,000	7th Aug.	Shanghai, Kobe & Yokohama.
"GATHAY"	15,000	14th Aug.	Amoy, Kobe & Yokohama.
"S TALMA"	10,000	14th Aug.	Amoy, Kobe & Yokohama.
"NANKIN"	7,000	27th Aug.	Shanghai, Kobe & Yokohama.
"KALYAN"	9,000	28th Aug.	Shanghai, Kobe & Yokohama.
"TAKADA"	7,000	28th Aug.	Amoy, Kobe & Yokohama.
"ST. ALBAN"	4,500	31st Aug.	Shanghai, Kobe & Yokohama.
"MANTUA"	11,000	11th Sept.	Shanghai, Kobe & Yokohama.
"SIDDHANA"	8,000	11th Sept.	Shanghai, Kobe & Yokohama.
"KASHMIR"	9,000	25th Sept.	Amoy, Kobe & Yokohama.
"TILAWA"	10,000	30th Sept.	Shanghai, Kobe & Yokohama.
"NADIRA"	16,000	10th Oct.	Shanghai, Kobe & Yokohama.
"MACEDONIA"	11,000	24th Oct.	Shanghai, Kobe & Yokohama.
"RAJPUTANA"	17,000	7th Nov.	Shanghai, Kobe & Yokohama.

* Cargo only. † Calls Nagoya. ‡ Calling Wei-hai wei, T'ien, and Shai, on return from Japan.

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